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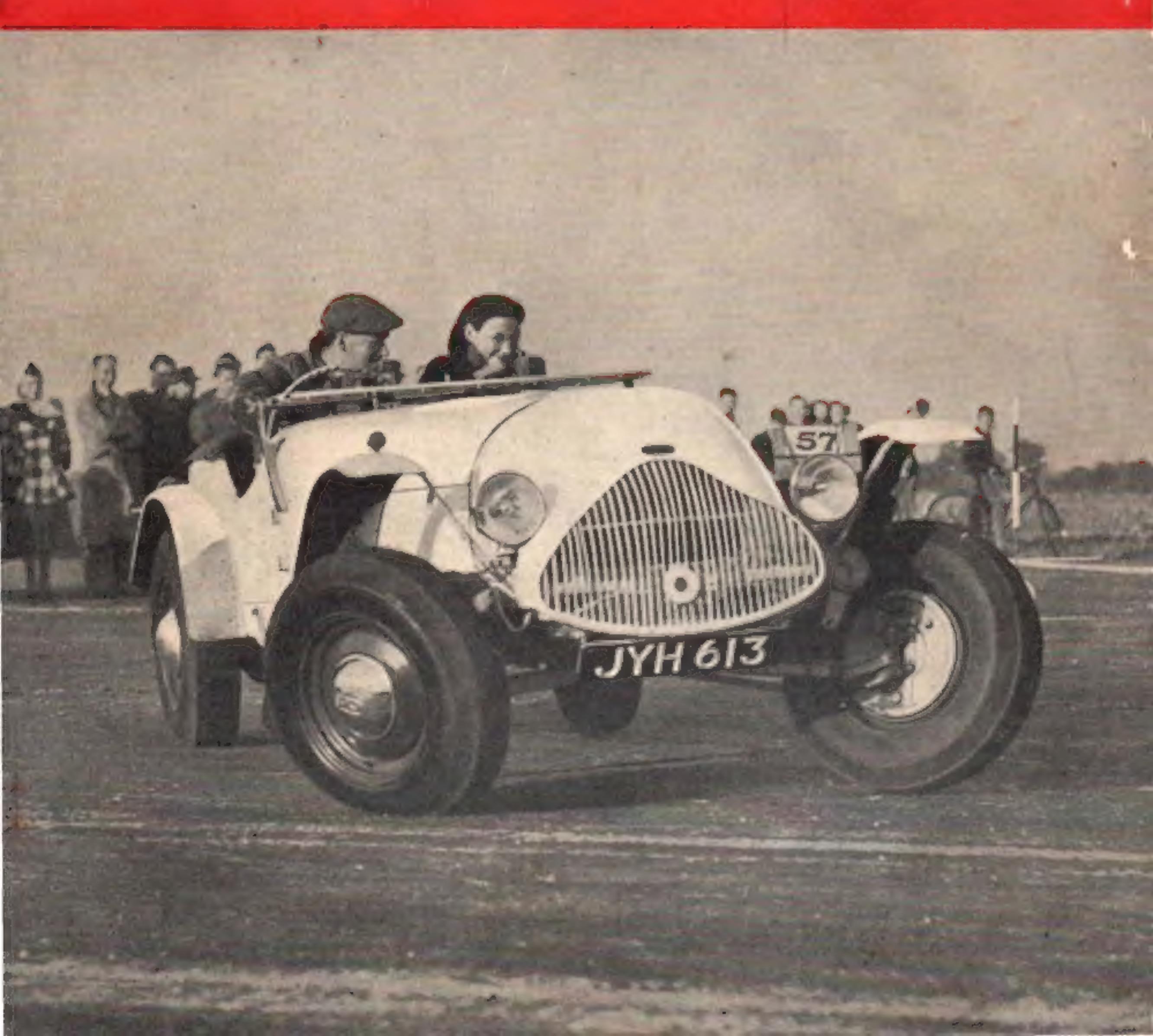
BRITAIN'S MOTOR SPORTING WEEKLY

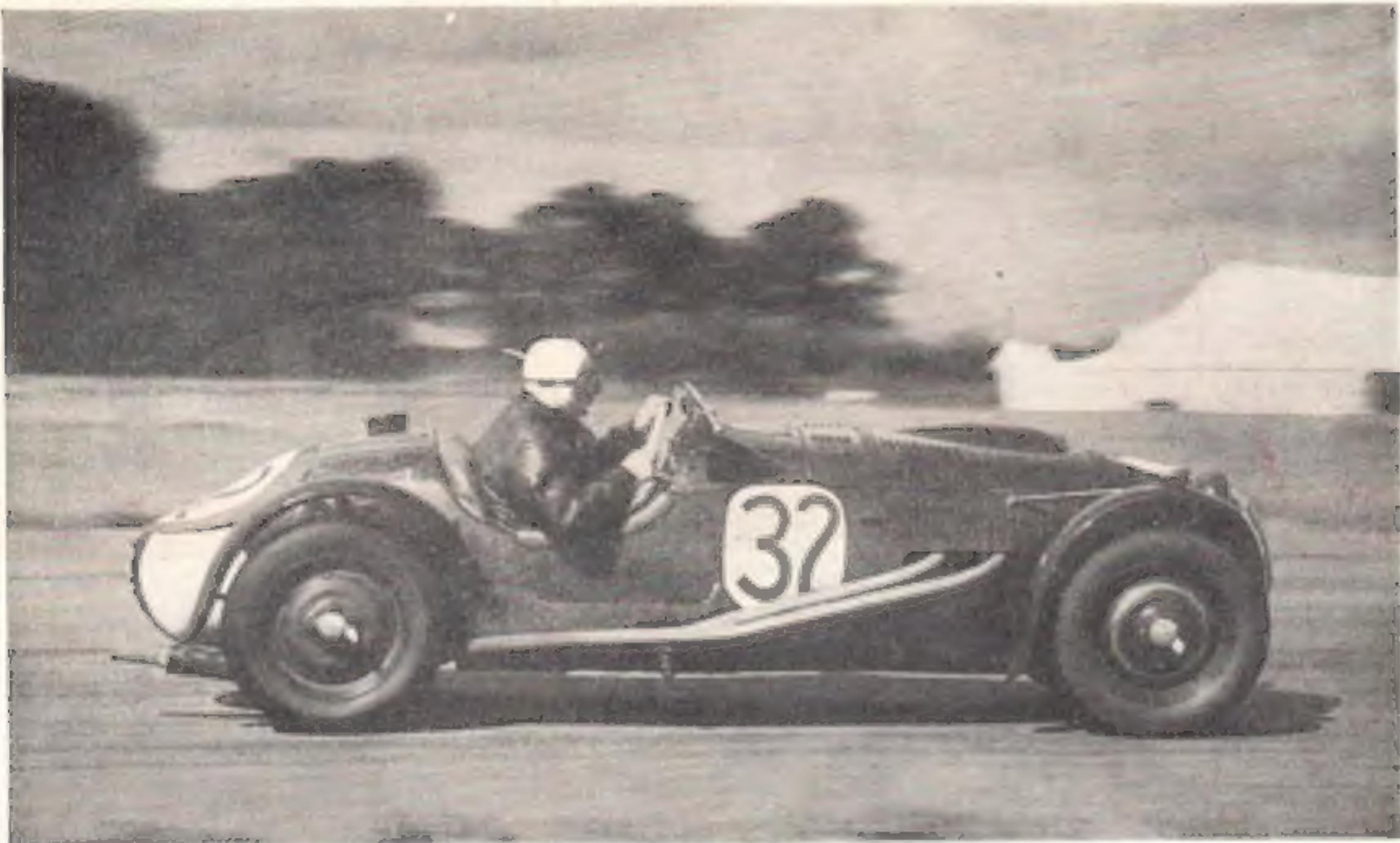
## THIS WEEK

SHELSLEY WALSH  
FULL REPORT AND  
PICTURES

CASE HISTORY OF  
THE LAGO-TALBOT  
JOHN BOLSTER ON  
CHAIN-DRIVE  
VERSUS SHAFT

Vol. I No. 6  
September 29, 1950





*Autosport*

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**AUTOSPORT**

32 Great Windmill Street,  
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# Autosport

**BRITAIN'S MOTOR SPORTING WEEKLY**

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. I No. 6

September 29, 1950

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## NOTICES

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## EDITORIAL

IT is rumoured that car insurance premiums will shortly be raised. Rising costs of materials and repair charges have made this step inevitable. Also, the present all-enveloping bodywork of many modern cars has made even a minor bump an expensive business to put right.

The unfortunate owners of pukka sports cars will not only have to share this increase, but are still subjected to heavily-increased premiums merely because their vehicles are designated "sports". Insurance companies should look into this matter. A careful review of the total amount paid in claims during one financial year, will probably show that sports car drivers have cost the insurance companies far less in proportion to their numbers, than owners of normal family cars.

In any case, basing premiums on the fact that a car is marketed for sporting purposes is entirely erroneous. Potential high-performance usually goes with first-rate road-holding and steering, and excellent brakes. The average sports car driver enjoys piloting his (or her) vehicle, and, generally speaking, handles it with discretion and safety, which is more than can be said for the vast majority of road users in private cars.

Owners ought not to be asked to pay extra for a name. After all, there are many high-performance cars which masquerade as convertibles, saloons, and even station-waggons, but because they are not designated "sports cars", are subject to normal premiums.

\* \* \*

THIS courtesy business is being overdone. We all want to see an improvement in road manners, but the possession of a sticker on windscreen or rear window does not entitle drivers to become traffic dictators. The amount of arm-flapping that goes on is unbelievable. Fast, safe drivers are continually being "directed" by little Hitlers in saloon cars not to try to overtake, as a vehicle may be approaching half-a-mile away. Nearing road junctions or traffic lights, the traffic lanes become a forest of arms, all swatting invisible flies.

In truth, the London *Evening Standard's* Courtesy Club is in danger of becoming a "Curse at 'em Club". Let's have less arm-flapping, and more give and take to fellow road users. Use the long-distance lorry-drivers as an example of when and how to give manual signals.

## OUR COVER PICTURE

**RALLY-DICER:** The special test is a popular feature of all rallies. Our picture shows A. Rumfitt enjoying some evolutions in his Allard, during the recent West Essex Chelmsford Rally.

# Pit and Paddock

SHELSLEY crowd last Saturday was the smallest seen on the Esses for many a day. Seems that the production cars haven't the customer-attracting powers of the bikes in a "mixed" September meeting.

\* \* \*

**G**UY WARBURTON indignantly denies that he is a Cheshire man as reported in AUTOSPORT. He's a true Lancashire lad, and proud of it.

\* \* \*

**T**HE R.R.A. pilot G. N. Richardson is not a guy that complains—only his first name isn't Guy, but Geoffrey. All motoring papers please copy!

\* \* \*

**A**LLAN ARNOLD says in a letter that John Wilkins, new owner of his very rapid Type 51 Bugatti has taken Everard Boyd's article in last week's issue to heart and is now searching high and low for a "banshee wail".

\* \* \*

**J**IM (Lester-M.G.) Mayers, just back from Scandinavia, saw a brand-new Morris Oxford parked in a square in Copenhagen. It was first prize in a weekly lottery, with tickets at one kroner each.

\* \* \*

**R**UPERT INSTONE certainly "roughed it" at Shelsley. He and his party sat down at a groaning table in the paddock beer-tent, whilst sandwich-munching onlookers watched the rapid disappearance of a colossal ham. Music was supplied by a specially-imported two-man band, comprising a fiddler and a squeeze-boxer.

\* \* \*

**I**MMEDIATELY after Aston Martin 24-hours attempt at Montlhéry, Luigi Chinetti will have a go with the 2.3 Ferrari. Object is some shorter records, but if the car motors according to plan, he will continue for the 24-hours.

\* \* \*

**A**CERTAIN well-known designer-driver rode a hot-looking "double-knocker" Norton from Thameside to Champigny-sur-Seine just before the Perigueux race. This might mean anything. However the D.B. works are at Champigny. The burning question is: "Did he ride it away again?"

\* \* \*

**D.B.** will attempt to break existing long-distance Class H (750 c.c.) International records at Montlhéry with the "12 Hours" type of streamlined body on the Panhard-powered f.w.d. car. Drivers will be Bonnet (if fully recovered after his inversion at Cadours), Deutsch, Bouchard and Aunaud.

**B**LANDFORD road circuit has passed into history, and is now being used as an instructional centre for "L" drivers. No comment.

\* \* \*

**C**ONGRATS to British riders who pulled off such sweeping victories in the motor-cycle International "Six Days". A special salaam to Bill Peacock, who, with Peacock Jr., as passenger, won a "gold" with a 350 c.c. Matchless and chair.

\* \* \*

**C**HAIN-GANG section of the Vintage S.C.C. met at the "Mitred Oak", near Ombersley, after Shelsley for a quiet dinner and the odd pint—only it wasn't so quiet. The pub was invaded by some well-known characters, who are not altogether distinguished for their silence in company.

\* \* \*

**T**o Alf Buttons, Abe Chassis, Stan Goldham, Sterling Miss, John Hath, Colin String, Spike Lurani and other mysterious drivers who appear in the popular press and Continental magazines, must be added Joohn Copper. The question is, does he drive one of his own Capper-Joops?

\* \* \*

**P**HILIP SMITH, A.M.I.Mech.E., starts a new series in next week's AUTOSPORT, dealing with the maintenance and tuning of popular sports cars. The author of the best-selling *The Sports Car Engine*, will kick off with the o.h.c. M.G.s of pre-war days. Phil Smith has been, for years, an M.G.C.C. stalwart, and knows more than sufficient about what goes on under his bonnet.



*A special bouquet goes this week to Miss M. H. Holden, who, on her very first competitive run, won the 1,101-1,500 c.c. production car class at Shelsley Walsh. She is seen in the H.R.G., whilst owner J. V. S. Brown checks the tyre pressure.*



*Basil Davenport, in the Essex with his G.N. Spider, which was the fastest Shelsley Special.*

## Hill-Climb Champion Best at Shelsley

RAIN WRECKS COURSE RECORD HOPES—PETER WALKER WINS PRODUCTION CAR EVENT FOR JAGUARS—FRAZER-NASH TAKE TEAM AWARD—MRS. JOY COOKE (KIEFT) BREAKS LADIES' RECORD—COOPERS WIN THREE CLASSES

FOLLOWING his success at Prescott a week earlier, 1950 British Hill-Climb Champion Denis Poore fulfilled yet another ambition, namely to be fastest of the day at Shelsley Walsh. This he accomplished on 23rd September in decisive fashion; his 37.74 secs., was .31 sec. better than the runner-up, Sidney Allard in his Steyr-Allard. Had not rain come down to slow up second runs, Poore might well have gone home with a new course record in his pocket.

At last Mrs. Joan Gerard's Ladies' Record fell—to Mrs. Joy Cooke in a 1,100 c.c. Kieft-J.A.P. This brought a wide grin to the face of Cyril Kieft, and is a fair enough award for many

months of trying hard with his light-alloy-chassis machines.

Coopers had a day out in three classes. John Cooper established a new 500 c.c. record with his light-weight J.A.P.-engined car, whilst Ken Wharton and Peter Collins won the 1,100 c.c. and 1,500 c.c. classes respectively with twin-cylinder cars.

Before the start of the event, Raymond Mays accepted the well-equipped Mobile Workshop, on behalf of the B.R.M. organization. This was subscribed for by the Midland A.C., and many other clubs, a list of which will be published shortly; it is finished in black to match the B.R.M. transporter van.

Practice periods passed with little in the way of untoward incidents, although the unlucky Archie Butterworth did some bank-clouting with his four-wheel-drive A.J.B., rendering it *hors de combat* for the actual event. Ken Wharton handled Peter Bell's 2-litre E.R.A. with supreme confidence; Poore's Alfa-Romeo appeared to have even more power than it had when it first appeared in the hands of Hans Ruesch, and he was being freely tipped as the best bet for fastest of the day, and likely to return a new record for the hill, if the weather held dry.

J. W. Burgoyne, in the ex-Stirling  
(continued overleaf)



*The wheels of Ken Wharton's Cooper "1,000" assume a peculiar angle as he enters the Esses at full bore, in a perfectly-controlled slide.*

#### Shelsley—continued

Moss Cooper-J.A.P., sent the 500 c.c. brigade off to a flying start with a fine 43.72 secs., which Peter Collins (Cooper-Norton) reduced to 43.00 secs., Clive Lones (Tiger-Kitten) did 43.13 secs., which would have been much faster but for a partial broadside at the Esses. Alan Rogers (Cooper-J.A.P.) returned 43.47 secs., which might also have been quicker but for a certain amount of exuberance into Kennel Bend. D. A. Clarke (Cooper-J.A.P.) did well for a first appearance with 43.97 secs.—this Nottingham S.C.C. driver is a man to watch in the future.

#### John Cooper Breaks Record

However, all these times were eclipsed by John Cooper, who, getting away to an almost perfect start, went through the Crossing in real Moss-fashion, aiming well for the corner long before he reached it—42.29 secs., and a new class record.

This of course had the lads on their mettle. The sky was darkening rapidly, and the locals shook their heads and murmured "rain". Bur-

goyne hurled his car round the bends to register 43.02 secs., but Clive Lones was the star turn of the second runs. The low, split-tail Tiger Kitten Iota barked its way up in 42.30 secs., just one hundredth of a second "slower" than John Cooper's new-

born record. Jack Moor then flexed his muscles, and planked his boot firmly down on the floor of the Wasp version of the Iota. With front near-side wheel "Emerysone" visibly, Jack was as spectacular as we have seen him.

#### Shock for Beardshaw

Then the rains came. Laurie Bond's f.w.d. Bond went up with merely a spatter of drops falling; it was dampish when Mike Beardshaw set off, and the look of mild astonishment on his face when he all but broadsided in the Kennel Bend was highly diverting. However it was just plain slippery when Rogers took off; the blue Cooper with its new aluminium tail (to replace the one shed at Croft) faced in several directions at once, but, miraculously enough kept to the proper route. John Cooper rested on his laurels with the new record safely in the bag.

Michael Christie introduced the 1,100 c.c. category with a spanking 41.48 secs., in the J.A.P.-engined Kestrel, which sat on the road like a limpet, and was exceedingly rapid through the Crossing. Bertie Bradnack (Cooper-J.A.P.) was also very fast (41.74 secs.) in the swerves, and Ray Merrick's 42.79 secs., would have been much faster if a decided miss hadn't developed on full bore with his Cooper. Cecil Heath was the first to beat Christie's figures, although his 41.34 secs., included the



*Saloon comfort: Charles Brackenbury sweeps his 2½-litre Aston Martin up in fine style*

Cooper doing some vicious tail-wagging in the Esses.

Rupert Instone's beautifully-made Djinn was tremendously fast, but looked a bit of a handful (41.56 secs.). Ken Wharton then proceeded to bolt his boot to the floor with invisible clamps, and returned 40.54 secs. to head the class, which was rounded off by an admirable piece of motoring on the part of Joy Cooke. She took the Kieft which Christie had previously driven, up in 43.16 secs., just .02 sec. faster than Joan Gerard's ladies' record with the 1½-litre E.R.A.

#### Wharton—Wet Road Wizard

All second runs were characterized by plenty of spinning and sliding, and Wharton gave a magnificent demonstration of how to control a fast car when adhesion is practically nil, completely ignoring the wet road in the Kennel Bend.

The 1,500 c.c. class saw Denis Poore clock an excellent 42.53 secs., with Bob Spikins's crisp-sounding Leaf-engined Cromard. Mrs. "Bunny" Scott-Moncrieff handled her Bugatti cautiously, and Peter Collins (1,200 Cooper-J.A.P.) streaked up in 39.47 secs.—the first car to break "40". His engine is reputed to be pushing out over 100 b.h.p., and the Kidderminster boy directed the car delightfully, with the right amount of verve in the proper places.

#### Miss Holden's Success

J. V. S. Brown kicked off for the new production car event with a nice 52.20 secs. in his 1½-litre H.R.G. Ted Lund appeared to have a varied selection of neutrals in his TD Midget gearbox and was obliged to abandon. However, the surprise in this 1,101-1,500 c.c. class was Miss H. M. Holden. Driving in her very first speed event, she took Brown's H.R.G. up .45 sec. faster than its owner had achieved; enough to win the class.

Peter Stubberfield proved that his Bugatti gets faster and faster as it ages, by returning 41.10 secs. in the 1,501-3,000 c.c. racing category. Willment was grand with Ayrton's much-modified "two-three" (42.33 secs.), and J. B. Norris might have done better than 42.62 secs., with his Alta Special, if the wheels could have been persuaded to bite sooner than Kennel Bend. Sir Clive Ed-

#### The Wet Road Experts

	secs.
1. Allard (Steyr-Allard)	45.07
2. Wharton (E.R.A. S.)	45.82
3. Poore (Alfa-Romeo S.)	46.05
4. Stubberfield (Bugatti S.)	48.24
5. Mays (E.R.A. S.)	48.35
6. Wharton (Cooper-J.A.P.)	48.68
7. Allard (J2 Allard)	49.02
8. Willment (Bugatti S.)	49.75
9. Davenport (G.N.-Spider)	49.78
10. Collins (Cooper-J.A.P.)	49.84
11. Clarke (J2 Allard)	49.87
12. Lloyd-Jones (Triangle)	49.98

mediately lowered to 38.83 secs. by Wharton in Bell's 2-litre E.R.A. The Birmingham man drove the blown car almost the same manner as he does in his Cooper, but looked infinitely more heart-stopping—particularly entering the Crossing.

After the calico-ripping exhaust note from the two E.R.A.s, the three DB 11 Aston Martin saloons in the production car section sounded



Donald Pitt swings his class-winning, 2-litre Le Mans Replica Frazer-Nash out of the Esses. His 43.91 secs. was beaten only by Peter Walker (Jaguar XK 120) in the production car category.

ward's Leaf-powered H.R.G. sounded snappy, but seemed to dislike twin rear wheels (46.45 secs.). Roland Dutt did well to get down to 43.32 with his veteran 2.6-litre Maserati, and Peter Mould got very near to Stubberfield time with his 2-litre Bug.

Basil Davenport was, well, just Basil Davenport. The mighty twin-cylinder engine thundered up in 41.55 secs. to lower still further the "Davenport Record". Shelsley wouldn't be the same without old Spider. Stapleton's Aston Martin suffered from far too high a gear ratio. Raymond Mays, looking extremely tired, then proceeded to return the quickest climb up to that point with 39 secs. This was im-

strangely quiet. Parnell did 48.07 secs., Brackenbury (deputizing for Macklin, absent at Perigueux with the H.W.M.), 50.46, and Abecassis, 47.73. The cars looked wonderfully steady, and there was scarcely a spectator who did not covet one of them.

Anthony Crooke led the Frazer-Nash assault with an excellent 44.10 secs., but this was overshadowed by Donald Pitt who got down to 43.91—a remarkable achievement with an unsupercharged, 2-litre, road-equipped sports car. Jack Newton completed the score with 44.46 secs., which gave the Isleworth cars the team prize.

(continued overleaf)



**Shelsley—continued**

#### Poore's Exciting Run

A sense of anticipation greeted the news that Denis Poore was on the line. There could be no doubt that the Alfa driver was about to have a real go at the record. So soon as the horse-power was unleashed, a giant hand seemed to give the car a sideways push, and Poore struck the bank a yard or two after the start. Without lifting his foot, he safely regained the road, and entered the Kennel Bend at what looked like an impossible speed. With foot still hard down, he four-wheel-drifted the Crossing, with rear wheels smoking under the stress of sheer acceleration, and rapidly disappeared from view, accompanied by a breathless hush from spectators gasping to get their breath back. Cheers, mixed with slight disappointment that he had failed to take the record, greeted the announcement that he had done 37.74 secs.

By comparison, Sidney Allard's run with the Steyr-Allard appeared most sedate. Nevertheless his 38.05 secs. was sufficient to set up a new unsupercharged record for the hill, which was formerly held by Stirling

Joy Cooke, new holder of the Shelsley Ladies' Record, waits with a couple of cushions as Michael Christie brings the Kieft "1,100" to the line.

Moss in his Cooper "1,000". Allard's drive was a remarkable effort, and was possibly the finest he has ever done on any hill.

Peter Walker's piloting of the XK 120 was typical Walker (42.46 secs.), and makes one wonder how a much-lightened single-seater version would perform. The remainder of this over 3,000 c.c. production car group consisted mainly of a concentrated Allard attempt to shoot down Walker's figures, with Sidney Allard getting nearest with 44.65 secs. Cornishman S. C. Clarke, with about a yard of handlebar moustache sweeping back in the breeze on each side of his face, did 45.21 secs., just .62 sec. quicker than F. G. Curtis in an almost identical light blue J2.

The wet roads, of course, spoiled any attempts to lower first run times, with Allard and Clarke the only folk in the class to crack 50 secs. Allard had the honour of being the fastest wet-road driver (unofficial of course). For the record, we give a list of the

(continued on page 188)



*Shelsley regular Rupert Instone, of G.N. Martyr fame, brings his beautifully-made, J.A.P.-powered Djinn, towards the starting line.*

# Ken Burgess Wins Knott Cup

SUCCESSFUL "FEET-AND-INCHES" WEST HANTS AND DORSET TRIAL—  
BIG CARS HAVE A GOOD DAY—IMHOF'S SPECIAL MAKES ITS DEBUT

**S**TONG, boisterous winds, followed Slater by drenching rain, made a taxing affair of the W.H. & D.C.C.'s annual trial for the Knott Challenge Cup, held over an eight-mile area of the Royal Armoured Corps' tank testing grounds at Bovington, Dorset. Last year's winner, Ken Burgess, with his 1946 Mercury-engined Allard, was once again too good for the opposition, and won the principal award ahead of R. W. Faulkner (4-litre Mercury) and H. Hopkinson (1,172 c.c. Ford-Austin S.). Results were assessed by Leslie Onslow-Bartlett's excellent "feet and inches" method, whereby the distance a car stops short of the end of an observed section is speedily measured and recorded, success going to those with the smallest deficit.

### Sticky Hills

Rain beforehand had rendered the ground at the foot of one or two hills very sticky, and at the first observed section, a steep loose climb called "Heather Hill", an unpleasant six-foot wide gathering of mud and water had accumulated to bar the way. Competitors Nos. 1 and 2, Parrott (Buckler) and A. W. Morrish (M.G.) played the unfortunate roles of "guinea pigs", becoming well bogged in the deepest mud, thereby showing following drivers where *not* to go. The third man, Hopkinson (Ford-Austin) took a course well to the left of the morass, earning a clap from the spectators for a clean, steady ascent, as subsequently did Jackman, Spence, Lilley, Tolman and Spare, all with Ford 10-based vehicles. Fitzwater (1,087 c.c. Riley Spl.) made a creditable "touch and go" climb at a time when the surface farther up the hill was deteriorating and halting many of the small cars. Power, indeed, seemed the chief requisite here, most of the larger Ford and Mercury V8-powered entries ascending with an impressive rush, an unexpected exception being D. W. Price's Special, which came to a reluctant halt many feet below the crest.

### PROVISIONAL RESULTS

**Knott Cup**—K. E. O. Burgess (3,917 c.c. Allard S.), deficit 49 ft. 10 in., best performance of day.

**Ship Cup**—R. W. Faulkner (4,000 c.c. Mercury), deficit 83 ft. 5 in., second best performance of day.

**Visitors' Cup**—H. Hopkinson (1,172 c.c. Ford-Austin S.), deficit 129 ft. 11 in., third best performance of day.

**Under 1,500 c.c. Class**—A. W. Lilley (1,172 c.c. A.W. Spl. S.) deficit 174 ft. 3 in.

**Unlimited Class**—H. Cocker (3,622 c.c. H.C.) deficit 141 ft. 1 in.

**First Class Awards**—W. H. Waring (1,172 c.c. Dellow S.); L. J. Tolman (1,172 c.c. Betsy); J. Readings (1,781 c.c. Regent S.); J. T. Spare (1,172 c.c. Whiteford Spl.); A. Rumfitt (3,920 c.c. Allard S.); G. R. Scali (1,175 c.c. Ford Spl.); C. R. L. Nicholl (3,622 c.c. Ford); D. F. H. Cotton (1,172 c.c. Cotton Spl.); E. B. Wadsworth (1,172 c.c. Ford S.).

**Second Class Awards**—H. E. Robertis (9.33 c.c. Robros); B. Fitzwater (1,087 c.c. Riley Spl.); H. S. Sweeney (1,172 c.c. Ford Spl. S.); J. D. Sleeman (1,172 c.c. Sleeman Sports S.); E. G. Spence (1,172 c.c. Spence Spl.); A. E. Jackman (1,172 c.c. Dellow S.); A. E. A. Day (1,172 c.c. Dellow S.).

**Team Prize**—"Candidi Provocatores" team: R. W. Faulkner (Mercury); K. E. O. Burgess (Allard); A. G. Imhof (1,172 c.c. Imhof Spl. S.).

Baxter's Dellow, taking the wrong side of the bog at the foot of the hill, splurged itself in to hub depth, frantic stabbings at the throttle pedal merely worsening its plight, so that proceedings were much delayed while a vast bulldozer and imperturbable Royal Armoured Corps driver were procured to haul the offending vehicle out with none too strong a length of rope.

Of the adjoining sections, "Cracker 1" was abandoned after Hopkinson's car became thoroughly bogged at the foot, requiring much strenuous hauling to extract it. "Cracker 2", another steep climb, very loose high up, reaped a fair harvest of failures, the majority maddeningly close to the summit, but nothing deterred Ken Burgess and the white Allard, which romped to the top of most sections and came within 23 feet of climbing "Sherman's Delight", a villainous gradient approached by a sharp S bend precluding any rush at speed. Burgess ran with rear tyres very "puddingy", he, as usual,

having what some waggishly term his "portable welding outfit", an air bottle and tube mounted on his car, permitting speedy changes of tyre pressure with varying conditions.

Imhof with his new and very neat Ford 10-powered Imhof Special, was fast but slid sideways, ending up 30 feet from the top. Good was Spare (Whiteford Spl.) with 25 feet 1 inch, while even better was G. S. Scali (Ford Spl.) who recorded 25 feet. The "Delight" and four other difficult sections were all contained within "The Bowl", a vast natural amphitheatre affording spectators on the rim a fine view of proceedings.

Deep loose sandy soil was the chief impediment in this area, and again the advantage was with the higher powered cars. It was, indeed, the big cars' day, though Hopkinson of the N.W. London Club showed that expert handling of a small car reaped dividends by making third best performance of the day.

### Toll of "Little Dipper"

"Little Dipper" enlarged the distance deficit of many competitors. J. T. Spare (Whiteford Spl.), however, took the gradient in splendid style, but N. V. Terry and G. D. Ostroumoff (both Dells) failed with numerous others. P. Tunley with the P.T. Special, an inelegant but spritely machine having M.G. insides, a serpentine exhaust system and most liberal-minded coil spring i.f.s. made a gallant but vain effort to reach the top. A. G. Imhof stopped to change a plug, then made a good clean ascent despite his car having too high a bottom gear. On the adjacent section "Dipper"—another grade incorporating a tricky switch-back, Imhof's shapely machine stopped half way, along with many others, but Burgess's Allard simply "woofled" up both hills. J. Readings, forsaking his noble old Lancia Lambda with abbreviated chassis for the 1,781 c.c. Regent, made good climbs of both, but the rear wheels of Rumfitt's Allard spun to a smoking

(continued overleaf)

# Sports-News

M AIDSTONE and Mid Kent hold their Gravesend Speed Trials on Sunday, 1st October, starting at 1.30 p.m. This event was originally planned for 10th September.

\* \* \*

**A** PROPOS a recent letter in our correspondence pages, it is to be noted that the Mendip Grand Prix now appears to be known as the Mendip Petit Prix de Tourism. This Bristol M.C. and L.C.C. event on 9th September, was won by John Buncombe.

\* \* \*

**A** LLARDS scored notable successes at Watkins Glen, U.S.A., on 23rd September. A. Goldschmidt (Cadillac-engined J2) won at record speed, with Briggs Cunningham (Healey-Cadillac) runner-up. Fred Wacker, Jr. (Allard-Cadillac J2) was third.

\* \* \*

**S**TIRLING MOSS took his H.W.M. into third place at Perigueux last Sunday, in the Formula Two race. Manzon (Simca-Gordini) won in 1 hr. 52 mins. 13.5 secs., Simon, also in a Simca-Gordini, was runner-up in 1 hr. 51 mins. 14.1 secs. Moss was less than a minute behind Simon for the 99.2 miles course.

\* \* \*

**A**MENDED results of Lydstep hill-climb on 16th September show that W. Lloyd Edwards (1,172 Ford Special) returned 38.95 secs., and was therefore runner-up in the un-supercharged, 1,101-1,500 c.c. class. For the record, the class result now reads: 1, Ken Wharton (1,250 Cooper Sports), 35.51 secs.; 2, W. Lloyd Edwards (1,172 Ford Special), 38.95 secs.; 3, Lieut.-Col. Archdale (1,496 Frazer-Nash), 39.11 secs.; 4, Mrs. Joy Cooke (1,250 Cooper Sports), 39.82 secs.

Edwards also won the Victor Morris Challenge Cup for the best performance by a home-built special, owner-driven by a resident in the Principality.



*Dr. Giuseppe Farina, Champion of the World, 1950, who was injured last weekend in a road accident near Genoa.*

**I**T seems that the Czechoslovakian G.P. was run after all on 24th September. The winner was a gentleman named Hovorka, with a Maserati.

## Knott Cup Trial—continued

stop on "Dipper", spewing much of the landscape behind them, whereupon the high wind deposited most of it upon outraged onlookers!

At this stage Jupiter Pluvius, ever in attendance at week-ends, took a hand in affairs, and the remainder of the trial was spent in much discomfort by exposed car crews, the many marshals, observers and helpers, and the numerous spectators. The course itself was less affected by the ever-increasing downpour, but the notorious "Gallows" climb maintained its reputation by defeating the entire entry, though Ken Burgess did his best; Hopkinson again went well, as did R. W. Faulkner, fellow-member with Burgess and Imhof in the "Candidi Provocatores" team which took the Team Prize.

Soaked crews returned one by one to the starting point at the Camp, thankfully darting for cover in the canteen and divesting themselves of the usual astonishingly diverse and motley collection of waterproof garments. Then followed hasty absorption of scalding liquids to negative so wholesale an external application of colder ones, and relaxation while results were worked out.

## Tyrer to Attempt Records

JABBEKE-AELTRE NEXT WEEK

**F**OR some time, Gillie Tyrer of Liverpool has had his eye on short-distance records with his streamlined Frazer-Nash-BMW. Early next week he will attempt to lower the Belgian National class records for flying and standing kilometre and mile. These records have assumed importance in that they are now regarded as proving which is: (unofficially of course): (a) the World's Fastest Unsupercharged Production Car, and (b) the World's Fastest Unsupercharged Sports Car. These are, at the moment held respectively by R. W. V. Sutton (Jaguar) and Forrest Lycett (8-litre Bentley).

Tyrer will also attack Andre Pilette's existing Belgian National records with the Veritas, in Class E (up to 2-litres), put up last year. His Frazer-Nash-BMW is the car

with which he has done so well this season in both sprints and races, and which at present holds the Silverstone Club Circuit record, and several course and class records. It was one of a series of BMWs built in 1940, and was listed as a highly-tuned version of the Type 328. His actual machine is believed to be the one that finished 3rd in the 1940 "Mille Miglia", which was run over the Brescia closed circuit.

The car will run in full touring trim, using normal Belgian pump fuel. He will probably go out on the morning of 4th October, if the weather is suitable. It is also expected that John Claes, whose Lag-Talbot is racing at Goodwood tomorrow, will attack Belgian National records with his car, if it can be readied in time.

### The Rose Revived—continued

ated the ultimate lines desired". If only more people would follow the same idea!

The first step was to build the scuttle. A 2-in. rise from the radiator to this point was fixed, but the scuttle itself had to be remade four times before the curve came right. The body itself was built in two complete sections, one based on the scuttle, and the other consisting of the tail end. The back was built to the same height as the top of the dash, so as to give a straight line through the top of the body running in a sideways and downwards sweep to meet the tail of the chassis. While this was being done, a well for the hood was included, together with provision for a couple of 24 in. x 15 in. suit cases, and the side curtains. The internals are covered with lino.



*Half-way there: the Beck conversion after the body panelling had been completed. It was built in two separate sections, mostly in 16-gauge  $\frac{1}{2}$  hard aluminium.*

Doors are another subject on which Mr. Beck has his own extremely sound views. Being a long-legged person, he likes to have room to swing in and out of the car without kicking the paint. Hence the forward extension of the doors themselves, and the placing of the hinges at the back. The old door locks were used, but redesigned so that they can be operated without risk of tearing clothes while climbing in and out. The spindles are fixed fore and aft and capped with gear lever knobs. The whole assembly is inside the framework of the door, as shown in the accompanying picture. The doors themselves are particularly light, so much so that the springs have had to be weakened to obviate violent slamming.

#### Meticulous Workmanship

The reader will have seen by now how thoroughly even the most minute details were gone into, and will understand why the work took so long. This is not perhaps the place to give full instructions on the subject of body building, but some notes on the materials used will probably be of interest. Most of the paneling was done in 16-gauge  $\frac{1}{2}$  hard aluminium; the bonnet sides in soft aluminium; the floor in "Dural". The door frames are 16-gauge soft aluminium. The frame of the boot flap is of "Dural", welded and covered in aluminium. The back former is hardwood, shaped and reshaped until

the desired sweep was reached. Mouldings and dashboard are made of teak, and carry most of the original instruments. Incidentally, the dash has had to be kept shallow to allow knee room. Sweeps were cut down from quite large-sized pieces (actually, from table legs), and the screen was built up from three ex-Army ones, arranged to fold flat, and fitted with detachable side pieces of Perspex. Now, we come to another cunning bit—the cutting of the swept bottom half of the Triplex screen. This was achieved by cutting both sides of the glass and separating them with a gas blow-pipe to soften up the celluloid, which was then sliced with a razor blade and the edges resealed. Sounds easy? Have a bash! The wings are made of steel and started life in separate sections, the valances being built up in plywood first of all, to ascertain the required sweep. After this, it was time to consider the ultimate finish, which, after much cleaning, scraping, filling, stopping, rubbing down, filling again and rubbing down again, was sprayed on in a specially evolved mixture. The final coat was added by hand, with the traditional brush and then the whole was waxed.

Fittings are, of course, to taste, but the hood calls for comment. The irons fold into three sections, each supporting the other in almost telescopic fashion. Much ingenuity went into the design of a frame which would "lose" its length and shrink into a few inches when folded. We have already said that the original instru-

(continued at foot of page 178)



*A considerable amount of modification was necessary to the brake gear owing to the steering wheel being moved 5 inches nearer the driver. A Daimler lever was used for the hand-brake.*



## RUSSELL LOWRY's Northern Lights

THE MAN OF MANY CARRIAGES—TEA-TYPE MODEL—RACING AND FINANCE—NORTHERN DELEGATES—WIRRAL HUNDRED'S FIRST TRIAL

AFTER Tony Brooke's successful appearance with the Vauxhall-Villiers at Hartlepools, it was particularly bad luck that he should rank as a non-starter at Brighton, especially as the car was in particularly good fettle, and it even had a beautiful new coat of paint applied in fulfilment of the "any moment now" promise issued at the earlier meeting.

The circumstances of the Brooke's non-start were as follows. The équipe was proceeding peacefully down A1 from Harrogate with the Vauxhall-Villiers in tow, when, in the middle of a dead straight piece of road, it was suddenly motored into by a 2-ton truck. The impact smacked the off-side front wheel of the Vauxhall right back into the frame, and bent everything up in a manner pitiful to behold. Fortunately, there was no personal damage, but Tony is now faced with the unenviable task of beginning all over again. Here's wishing him good luck.

\* \* \*

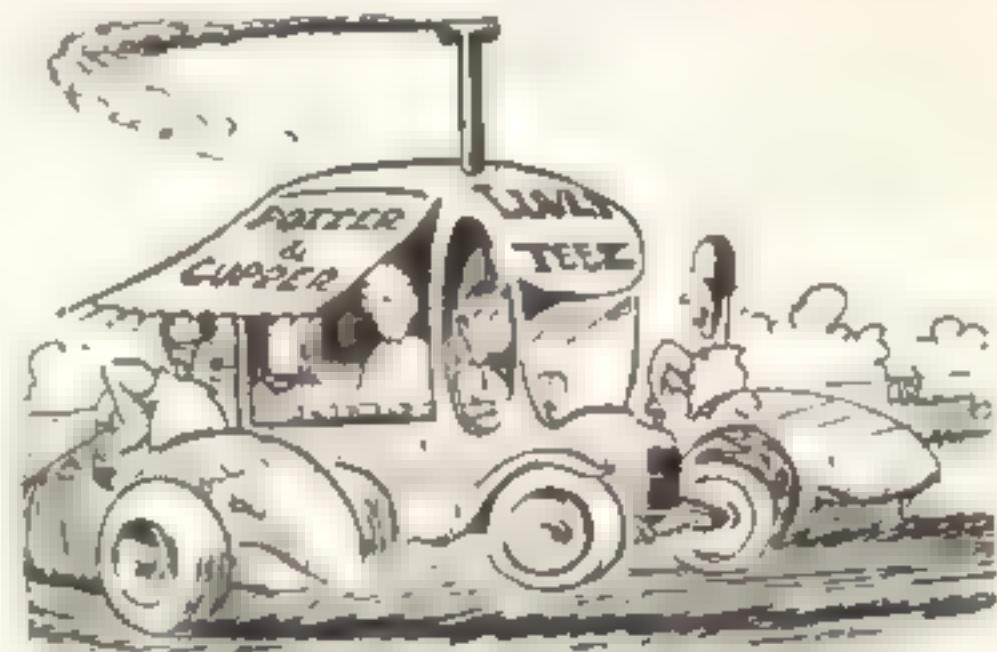
NORTH countrymen have a reputation for hard-headedness, and certainly there are those among us who drive a pretty hard bargain, especially when it comes to buying and selling motor cars. The thing can, however, be overdone, as the following sad story shows. A certain Man of Many Carriages was passing a well-known Emporium when he spied what was obviously a very choice vehicle. Entering the Emporium, he made detached inquiries as to price, and gathered that somewhere in the neighbourhood of £x was the figure in mind. Putting on his bargaining face, our Man of Many Carriages enlarged upon the manifold defects of the miserable old rattletrap he so ardently desired, and leaving a bid of £x-y, rushed forth into the market-place and disposed of the two most useful of his many carriages with a view to purchasing the apple of his eye. In due course, the Emporium rang up and thanked him for his esteemed bid, also for his valued technical information as to the mechanical state of the car in question, of which they were quite unaware. Obviously a House of their Standing could not dispose of a car in that condition, and it must immediately be put into the workshops for overhaul. "But," said the Man of Many Carriages, "you will charge much gold for doing all that work, so that the price may even become as much as £2x, whereas my bid was £x-y." "Certainly," was the answer, "it will cost money, but a House of our Standing cannot possibly sell a motor car in the dreadful condition which you have so kindly described."

And there the matter rests. Our Man of Many Carriages has sold the two most useful ones, and driven his hard head right through the floorboards of the one most ardently desired.

ALL sports have their picturesque characters, and none more so than motoring, though we are, I think, less picturesque in our nicknames. Certainly we have no "Gorgeous Gussie". One name has just floated up, however, which goes far to regress the balance of fanciful nomenclature. Onslow Bartlett's gaily-shirted, hairy-chested figure is not as familiar in the North as it used to be, but now we can remember him as "Bonzo Half-clad"!

\* \* \*

I HAVE already referred to North country hard headedness. Enterprise is another thing for which we are supposed to be famous. This quality (*sic*), was well illustrated at a certain Northern circuit meeting, when a go-ahead gentleman with one of those mobile tea-stall affairs thought he could do a lucrative afternoon's business by motoring round in front of the customers and



serving "cuppers" into their outstretched hands. Perhaps he thought the racers themselves would enjoy a little refreshment, though I am not quite sure how he would have got it over to them, as he aimed to travel the circuit in the opposite direction. Needless to say, the Marshals were very wide awake, and the tea wagon beat a hasty retreat with a cordial invitation never to come back again.

\* \* \*

I THINK the idea is still quite common that people who go racing "Do very nicely out of it on the side, old boy". The same idea applies to that select group of habitual top-line trials contestants. I have just had the opportunity of examining the log (for lack of a better name), of one of our most successful Northern dicers, and find that

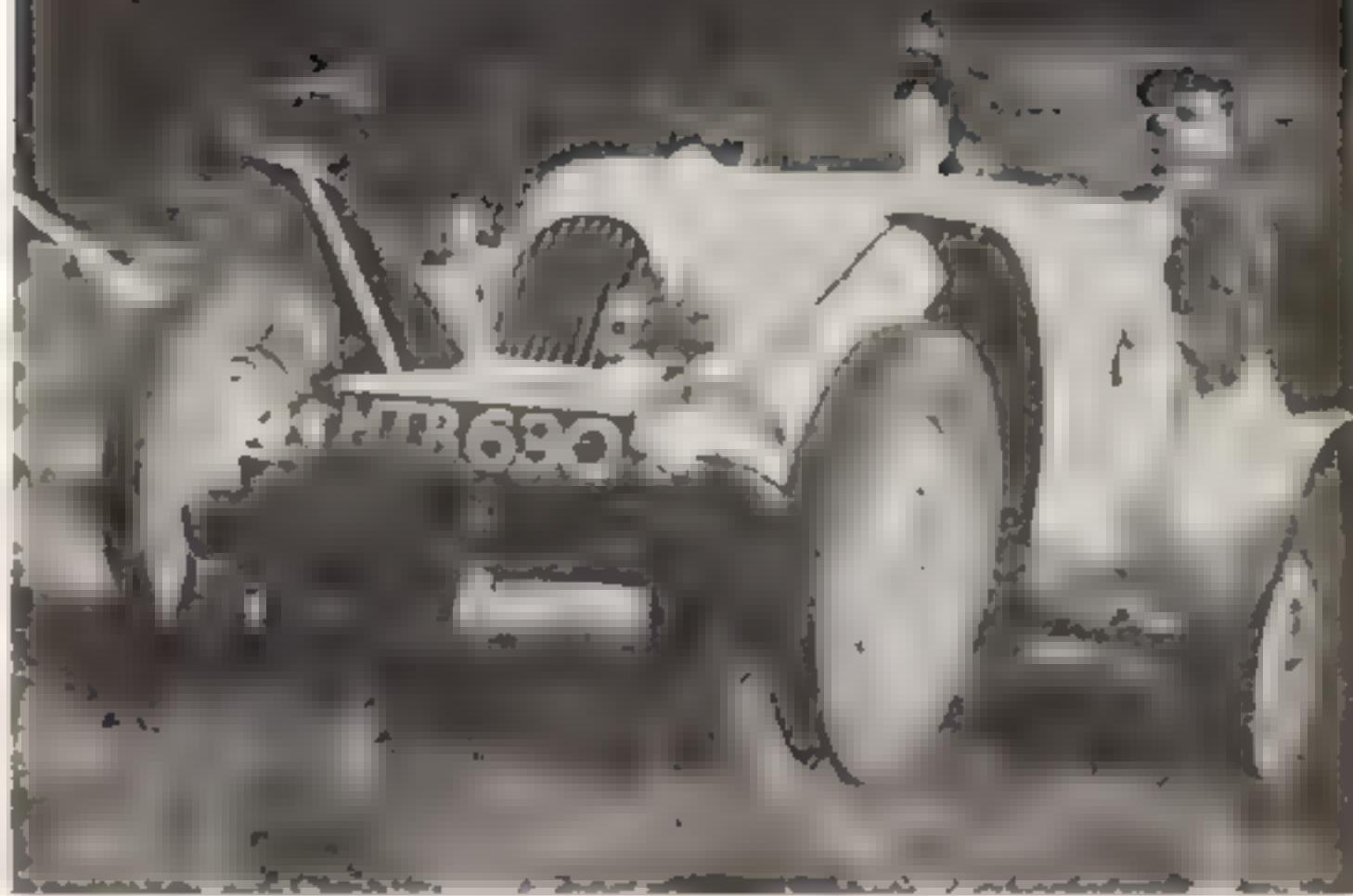
*Gordon Mosby didn't get home early on this occasion. Here he is on Clerk Hill, during the Davis Trophy Trial.*

in the last nine months, he has been to approximately twenty meetings, in the course of which he has won, in hard cash, the magnificent sum of £40 together with further optional prizes amounting to £17 10s. 0d. A round twenty cups and a matter of ten tankards, together with sundry minor prizes have also been secured. We might put this at a rough value of £120 in retainable silverware, which, presumably, could be liquidated if ever the winner got really hungry. A grand total of £177 10s. So much for the revenue side of the account: I don't know how much it costs this particular competitor to take part in any one meeting, but I remember one of his antagonists telling me that it cost him £30 every time he (the antagonist) turned out. Let's call it £25, and simple arithmetic will then give us a figure of £500 for twenty meetings. We haven't made much profit so far! Preparation of the car or cars, spares and repairs are obviously extra, and it must be borne in mind that every time a driver "takes off" with really serious intent, he has got a bill for £100 balanced on the end of his big toe. And we haven't paid for the car itself yet!

It may be that people like Nuvolari and Fangio reap rich rewards and get handed fat cheques by their Governments. They certainly earn them. But I can see no possible means by which the ordinary sporting racer can be regarded in a commercial light. If he is in the trade, he may conceivably sell an odd motor car, which he would not have done otherwise, and he may, if he is clever, collect the odd spot for using various proprietary articles. On the whole, however, he must race simply because he likes doing it. Good luck to him. We love watching, and only hope that one of these days, he will be able to get reasonable starting money in his native land.

\* \* \*

The R.A.C. has just issued another of its Motor Sport Bulletins, the first for quite a long time, and it is interesting to see that the Joint R.A.C./A.C.U. Panel for the rationalizing of the sporting calendar is to be revived. I am only sorry that this looks like involving more journeys to London by our unfortunate Northern delegates. How much better it would be if our governing body would decentralize itself a bit after the manner of its protégé the A.C.U., whose more or less autonomous Centres function so admirably. Motor-cycle sport is indeed fortunate in this respect, as the various Centre Secretaries are fully alive to conditions in their own areas, and the clubs themselves are easily and directly represented on the local boards. Sportsmen in the North feel that London is a long way off, and really has very little appreciation of what goes on outside the softer climes. When Northern delegates make their pilgrimages to the metropolis, they nearly always go back with a



feeling of frustration. These may be hard words, but I do not think anyone will deny their truth.

Incidentally, the Association of Northern Car Clubs, has, for a number of years, been doing everything possible to avoid clashing the dates in the North, and makes a practice of inviting A.C.U. representation when going through the calendar. Surely, here is a system which could be grafted on to the general organization to the benefit of all.

\* \* \*

Names of trials are becoming more and more imposing. We have just had the M.G. Club's "Bowland Forest", and now we have another, the Wirral Hundred Club's "Cambria Trophy" Trial. This is the Wirral Hundred's first adventure into car trials, although they have had plenty of experience in running races for four-wheelers, both on the sand at Wallasey and on their concrete circuit at Rhydymwyn. They have an enviable reputation for enthusiasm and efficiency in the motorcycle field, and it will be interesting to see how they get on with the rather more difficult organization called for in car events. Certainly, they know their Welsh hills, and their route marking has always been above reproach, so that covers two of the vital factors. The start is at the Pwllgywn Hotel, Caerwys, Denbigh, at 11 a.m., on Sunday, 1st October, and the route will be a matter of 60 miles. Offers of assistance will, no doubt, be welcome to Laurie Cranshaw, Clerk of the Course, and Secretary of the Club.

\* \* \*

GORDON MOSBY had every reason to be pleased with his victory in the Davis Cup, and his success was indeed a very popular one. With becoming modesty, Gordon had not anticipated any particular triumph in this Trial, and had announced his intention of being home early. By the time he got home, it was indeed early, but not quite in the way intended, so Gordon now finds himself the holder of the Dog House Trophy in addition to the Davis Cup!



FERRARI. A fine study by Maurice-Louis Rosenthal of Alberto Ascari at Monza in the new 4½-litre unsupercharged Ferrari, which made such a remarkable début by running second to Farina's Type 158 Alfa-Romeo in the Italian Grand Prix.

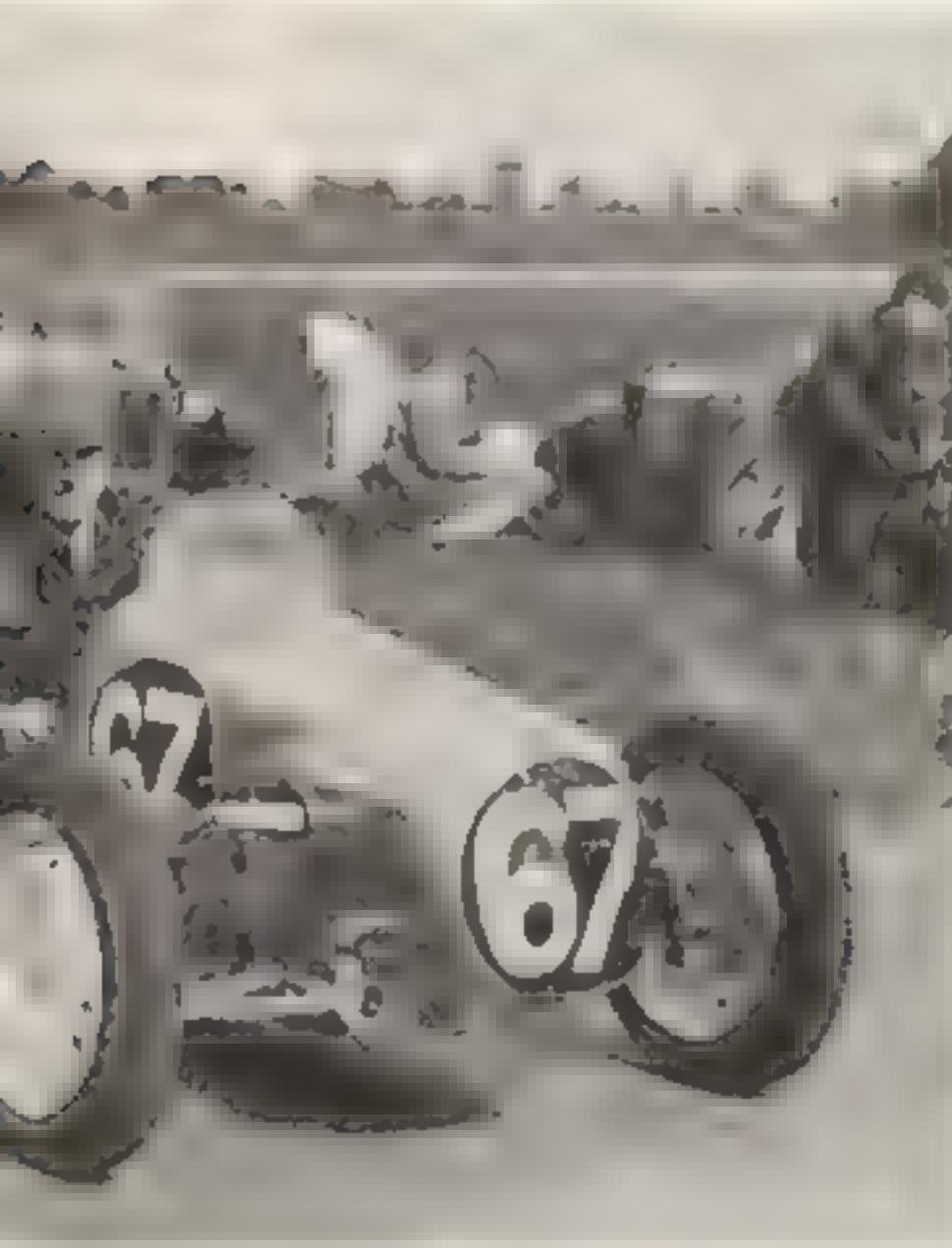


B.R.M. Ken Richardson (left), doing a spot of plug-changing on the B.R.M. The car will be driven at Goodwood to-morrow by Reg Parnell, and is entered in two events. The radiator header-tank for the "sealed" cooling system of the V-16, twin-o.h.c. engine can be clearly seen.



# ARTS SNAPS

AND PERSONALITIES  
IN THE NEWS



**NEW "500":** (Above). J. L. Rowbotham in his J.L.R. Special, photographed at the recent Sunbac Silverstone meeting. Note novel air-scoop behind the driver.



**CHELMSFORD (Right).** R. W. Austin's Lancia (East Anglian M.C.), being pushed out of a test bay, after stalling during the West Essex C.C.'s successful rally on 16th September.



**CONCENTRATION.** (Right, below). J. W. Burgess (M.G.), during a reversing test in the Chelmsford Rally. He won the 1,200 c.c. open car class.

**KERDOYING!** (Left). No wonder Ford Ten trials specials are tough! A pair of Dagenham-built Prefects being hurled over 3-feet ramps at a demonstration near Windsor, Ontario.



**J.B.S.** An action shot of Alf Bottoms in his Norton-engined J.B.S., a single-handed effort which has broken Cooper supremacy in 500 c.c. racing this year. Several of these cars will be racing in 1951.



# Correspondence

WE are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

\* \* \*

IN joining with many others in congratulating you on producing AUTOSPORT, may I make a plea for the vintage brigade? I am thinking particularly of the light car types, which proved themselves very much alive at the Lagonda Car Club's recent event at Thame. Thanks to this club, the less spectacular but very interesting cars that fall into this category, enjoyed a very pleasant outing, and perhaps with a little encouragement from the AUTOSPORT columns, others could be arranged.

Incidentally, how very true are John Bolster's remarks on the consequences of a burst rear tyre on a stiff axle! My Talbot 8/18 did this to me in the wilds of Walthamstow a few months ago: somehow we avoided disaster, but I fear the vintage cause has suffered a set-back in that part of the world! However, this game old car has since retrieved her reputation by touring Devon and Cornwall to the extent of 850 miles (including Porlock) without any fuss or bother, and she doesn't give much ground to the moderns, provided there is room to pull up if need be! Does anyone know how to make the brakes on this car function?

R. M. RUSSELL.

LONDON, N.8

\* \* \*

AFTER reading two copies of your excellent magazine, I would like to say that in my opinion it is exactly what the enthusiastic follower of motor racing wants. No other journal seems to have secured as much detailed informative gen, and written the way it is, it fills a long-felt want.

A. J. GADD.

SURBITON.

\* \* \*

I AM very pleased to see your paper is supporting Midland and Northern events and drivers. I am one of a small band who are striving to keep 500 c.c. racing for the average fellow and to see a photo of Mr. Dewis and his car (he is one of our members) was very pleasing; also a report of the Sunbac 500 race. We hold a meeting at 8 p.m. on the last Wednesday of every month at the offices of the Rowtrick Works, 35 Kings Road, Tysley, Birmingham, and should be pleased to welcome anybody interested in 500 c.c. racing or car building.

Wishing you every success with your weekly.

RFG. TREVELLICK

(Hon. Secretary (Birmingham) Midland Centre 500 Club.)

QUINTON, BIRMINGHAM, 32.

IT would be quite superfluous for me to compliment you on the excellence of AUTOSPORT; it is without any shadow of doubt the best magazine on the sport available. However, one feature of the current issue (15th September) I found most distressing, and I would urge you to change course immediately.

I refer to the readers' letters, much of which consisted of arrant twaddle, and their writers comparatively uninformed. To deal with them one by one:—

(1). Utterly unnecessary; anyone with any sense whatever who has purchased or read a copy of AUTOSPORT should know by now it is in a class by itself; and those who haven't seen a copy will not be impelled to buy it from reading letters published in it, as they don't see them. Anyway, the letter is colourless in tone and generally unimpressive.

(2). Sheer, unadulterated tripe, practically unintelligible, pointless, and completely out of place.

(3). Mere repetition of what has been more ably said before. More space wasted.

(4). Ditto; a favourite subject of many writers on motoring matters.

(5). Rather half-baked in tone, otherwise O.K.

(6). Also half-baked in tone, but he raises a good point. What does an O.S.C.A. look like? And how about the multitude of Italian sports racing Fiat specials?

(7). Bosh! Bolster revising his opinions, like a weathercock or a straw in the wind!

(8). The man should make absolutely certain of his facts. What has become of the de-tuned 1,100 J.A.P. project I don't know; but surely the intention is to produce the Cooper with the M.G. engine. Has the man never heard of the Morgan 3-wheeler? Or, before his time and mine, maybe, the G.N.?

(9). Also bilge. The average person knows nowt about motor racing anyway, otherwise the daily papers

(continued on page 180)

## The Rose Revived—continued

ments were used, but on top of this, a certain amount of improvisation was called for in the way of switches, mainly based on surplus aircraft fittings.

All told, the complete rebuild cost some £300, plus, of course, that little matter of two years of hard work, during which Mr. Beck had the whole-hearted help of his wife, who is also mechanically minded. A certain amount of outside help was called in for the panel work, but generally speaking, it is fair to say that this car was built in spare time in the back garden. Appropriately enough, its first run took place on Christmas Day, 1949, almost exactly twenty-five months after the original bonfire. Its "finest hour" up to the present, occurred at the M.G. and Riley Clubs Works Rally on 2nd September, when, in competition with the finest professional products, it held its own against all comers and secured second prize in the Concours as a whole.

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## 1950 PRODUCTION CAR RACE — SILVERSTONE FIRST IN 1,500 c.c. CLASS

*H.R.G. repeats its 1949 success in this classic race,  
following its achievements in the Alpine Trial*

The cars which competed in both the above important and dissimilar events are owned and entered by private owners not connected with the motor trade. In all cases these cars are in everyday use and have covered thousands of miles of ordinary motoring

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**Correspondence—continued**

wouldn't get away with the rubbish they put out. The Ferrari, if not *the* enthusiast's car—for I doubt whether any one car would satisfy every school of enthusiasm—is *an* enthusiast's car *par excellence, in toto, sine quo non* and all the rest of it.

Who on earth wants to read the contemptible drivel penned by half-baked, spineless, addlepated clots giving the bees normally resident in their bonnets a bit of exercise? Cut 'em out, bung 'em in the fire, hurl 'em in the waste-paper basket, tear 'em to shreds, shoot their authors?

Incidentally, enthusiasm for the real sports car does seem to be on the wane—a sign of decadence, in all probability. There is hardly one British sports car worth the name of its ancestors; nothing to beat the Ferraris, Simcas, Talbots, Delages, and Alfa-Romeos; and America will be ahead of us too before we know where we are if we don't pull our socks up.

PATRICK KELLY.

HARROW.

(It seems we can't please everyone—ED.).

\* \* \*

I SHOULD like to say how greatly Forrest Lycett's idea of recording competitors' speeds over the last 88 yards of the Brighton kilometre added to the interest of that meeting, even though it may have caused disillusionment here and there.

The writer of "How Fast Did They Go?" quite rightly draws attention to the apparent anomaly of Mrs. Allard's finishing speed—perhaps she can throw some light on it herself. Is it possible that the timing gear (unofficially granted) may have "slipped"? Again, does the gear or its operator allow for the possibility of the first car into the final 88 yards not being the first to cross the finishing line?

I think, therefore, that it may be well worth your while obtaining and publishing details of the working of this piece of equipment as it should be of interest to a great many readers. At the same time, some may be able to suggest possible improvements to it without undue complication; such as timing both cars of a pair.

R. W. HOGG.

SEALE, SURREY.

(We have since learnt that Mrs. Allard was timed on her first, and slower run. On her 28 secs. run, Miss Haig's Cooper, as the leading car, was timed.—ED.)

\* \* \*

I WHOLEHEARTEDLY agree with Mr. L. G. Paterson's remarks regarding the Cooper-M.G. two-seater made in his letter published in your 15th September issue. It is, obviously, a wonderful little car which has been proved beyond doubt by its excellent performances at Goodwood, etc.

I thoroughly disagree, however, with his comments on the projected Cooper twin-cylinder two-seater. Per-

haps, in their hey-day, the A.B.C. twins were wanting in some respects—I am too young to have had any experience of them—but surely he doesn't think that the manufacturers of air-cooled twins have not made any progress since then? Even in the early 'thirties, the J.A.P. engined Brough Superior motor-cycle was not suffering from the defects he mentions regarding the A.B.C.

The new J.A.P. twin, in touring form, is reputed to develop 65 b.h.p. which is considerably more than the standard M.G. engine type XPAG. The J.A.P. is also considerably lighter.

This engine installed in a normal Cooper chassis should give 20 per cent. more power and weigh 20 per cent. less than the M.G. engined car despite the fact that the J.A.P. engine is under 1,100 c.c. Surely Mr. Paterson must agree with me that this project is not a retrograde step.

I am anxious to see this new car in action (presumably next year) and hope that Cooper's Garage has the success with this new car that they are achieving with the "M.G." car.

L. W. CHAPMAN.

MORDEN.

\* \* \*

**I**N regard to Mr. Posthumus's reference in your issue of 15th September to my article "Case History of the Type 158", I have checked this up and find that the Type 158 Alfa-Romeos did compete at Modena, as I stated, and that *all* retired.

NORMAN SMITH.

CHORLTON-CUM-HARDY, MANCHESTER.

\* \* \*

**I** AM interested in the design of light sports cars. I often wonder why someone does not market a road version of the 500 c.c. car, keeping it simple (as little as possible to go wrong), with front-mounted engine for adequate cooling, and long, belt-drive (for low price, light weight and freedom from snatch).

I once owned a Kendall car with 8 h.p. twin-cylinder engine and double belts which could run quite slack without a sign of slipping. A modernized version of such a machine should be able to sell for £150-£200 fairly profitably, or could be supplied at a much lower figure in chassis form only. Body covering could be made from stout balloon fabric, suitably covered.

C. W. MARSHALL.

LEEDS, 6.

\* \* \*

**J**OHN BOLSTER'S revealing article on "This Cornering Business" (15th September) should be reprinted by all clubs and handed to their members. At a recent members' meeting of a well-known Club, many of the competitors could quite well have substituted a large "L" for their racing numbers.

G. S. KNIGHT.

COVENTRY.

Six outright victories in one season by a "clumsy ancient design" was indeed meritorious, and as M. Lago was rumoured to be laying down a new machine for 1948, Talbot prospects looked bright. This new model was to be of course a 4½-litre unsupercharged one, and like nearly all new racing cars was not ready when the new season started, as usual, with the Pau Grand Prix down in S.W. France, where Chiron (1947 job) led for some time before retiring. Cabantous, Pozzi and Rosier saved the marque's fortunes with 2nd, 3rd and 4th places.

#### A Direct Lineal Descendant

The new car did turn up for the Monte Carlo G.P., the first time it had been held since 1937, Louis Rosier handling the only one to start. Though a new design in many respects, particularly in the engine department, the machine was obviously a direct lineal descendant, both internally and externally, of the original 1938 model as seen at Rheims, the circular air induction pipe on the right-hand side of the bonnet making for easy recognition. In the actual race Rosier fractured an oil pipe after 16 laps, but the reliable veteran Chiron, in his older car, drove steadily to gain second position, 35 secs. behind the winner, Farina's Maserati. From Monaco onwards, the 1948 model, usually known as the Lago-Talbot, raced in increasing numbers as they were gradually built by the factory; by the end of 1948, Chiron, Rosier, Commotti, Raph and Etancelin were to be seen handling them. At Rheims (French G.P.) for instance, four new cars, plus two old ones presented a solid phalanx behind the unassailable Alfacs, Commotti, Raph and Rosier respectively obtaining 4th, 5th and 6th positions. In pre-race practice Etancelin's 1948 car was the fastest French car with 2 mins. 54.6 secs. (100.2 m.p.h.) for a lap, comparing unfavourably with the 1939 offset machine's time of 2 mins. 46 secs. (105 m.p.h.).

#### Commotti's Magnificent Drive

First race victory of the 1948 car came in October, at Montlhéry when Rosier won the Coupe du Salon at 90.56 m.p.h., followed home by Levegh (2nd) and Cabantous (3rd), the latter earning the title of 1948 French Champion as a result, an honour his early victory (30th May) in the Paris G.P., also at Montlhéry, had helped to achieve. The most brilliant drive on the 1948 Lago-Talbot that year was probably Commotti's efforts in the second heat of the Albi Grand Prix when he slung his car after Villoresi in no uncertain fashion, a terrific skid on an oil spot in St. Juery village robbing him of his reward, which would have been runner-up. As luck would have it Etancelin was 2nd and Rosier 3rd in the general classification in the end. Yet another excellent Talbot show was the 2-3-4 earned at St. Gaudens in the Comminges G.P., the drivers being Raph, Chiron and Rosier in that order, Raph being 4½ mins. behind the winner. Still fresh in many memories will be the Talbot's first appearance in this country, for the 1948 R.A.C. Grand Prix at Silverstone, when out of four cars, all the new 1948 model, only the consistent Rosier finished, 4th, to the two Maseratis and Gerard's E.R.A.

To go on in this strain and deal in detail with the 1949 races in which Talbot cars took part would be pointless, for their two outstanding successes, at Spa and Rheims, were the highlights of the season. The Belgian Grand

Prix, held in mid-June was a personal triumph for Louis Rosier, who, driving non-stop, the Talbot car's finest characteristic on account of its excellent fuel consumption, defeated all the Maseratis and a team of Ferraris. At one stage Etancelin held the lead, but eventually Rosier got ahead and stayed there to win at 96.82 m.p.h. for 315 miles, a speed that was faster than the Alfacs in 1947. Then, a month later in the French Grand Prix at Rheims (not this year the French Grand Prix crazily enough!) another non-stop drive brought Louis Chiron's Talbot home ahead of the rest. True enough he had his share of luck, for Peter Whitehead leading with 30 miles to go, suffered gearbox trouble, thus permitting the Frenchman to overtake him almost within sight of the chequered flag.

#### Etancelin's Good Season

Other victories in 1949, less important no doubt, were gained in the two Montlhéry races, the Paris G.P. in April and the Coupe du Salon in October, Etancelin (93.12 m.p.h.) winning the first, and Sommer, at 91.83 m.p.h. the second over 195 and 250 miles distances. Philippe Etancelin also earned himself a hero's halo with sterling work at the wheel that season, morally winning (in the crowd's opinion) the Marseilles G.P. in April, when he finished 2nd, 18 secs. behind the fabulous Fangio, then just striking winning form. "Phi-Phi" scored, also non-stop, a glorious 2nd, 4 miles behind Ascari, in the European G.P. at Monza (11th September) hurtling his big car round the bends in typical Etancelin fashion. Mention must be made too, of Sommer's 3rd in the Swiss G.P., Rosier's 3rd in the British G.P. (Silverstone), his 3rd also, at Albi, plus the fact that he also won the French Championship for 1949, completing a Talbot hat-trick.

Rosier was again the star Talbot pilot this year with a series of performances that have kept the Suresnes product an ever-present danger in Grand Prix racing. He began by being 3rd at Pau and followed this up with 5th in the G.P. of Europe (Silverstone), 3rd Belgian G.P.; 6th French G.P.; 1st at Albi; 1st at Zandvoort (Dutch G.P.) and 2nd in the Pescara G.P., a mere 18 secs. down on Fangio's winning Alfa. The Albi victory was a queer affair as Rosier was but 3rd in Heat 1, and 2nd in Heat 2, his combined time giving him the Grand Prix. Zandvoort was a different story, as he took the lead when Sommer (also Talbot) went out at half distance, and in pouring rain eased up to win the 235 mile race at 76.44 m.p.h.

#### Sommer Leads the Alfacs

Besides Rosier, Georges Grignard won the Paris G.P. for Talbots on 30th April at 93.2, a race wherein Sommer flogged his Talbot round at 100.19 m.p.h., establishing a new short circuit lap record. Sommer, killed recently at Toulouse, takes credit for the seat of the year in the Belgian G.P., when driving an old 1946 Talbot he led the full Alfa-Romeo 158 team at half distance at the fantastic speed of 110 m.p.h. He didn't finish, needless to say, but he proved this to be no flash in the pan by out-driving Fangio a second time in the Dutch G.P., on this occasion using a 1950 car against the Argentine's "San Remo" Maserati. More recently, at Silverstone, a Talbot handled by Johnny Claes equalled the Alfa-Romeo's lap speeds, causing a lot of eyebrow raising.

# News from the Clubs

## THE LADIES TO RACE AT BRANDS HATCH

Special Event on 14th October

IN addition to the usual Challenge and Championship events, the 500 Club has arranged a special 5-lap race for lady drivers, using 500 c.c. racing cars owned by members of the club. Another novelty is a team contest, where three drivers can form a team. The winners will be the highest aggregate of points scored by a nominated team, in certain races.

It should be noted that this is the first 500 c.c. race meeting to be staged at Brands Hatch on a Saturday, and it will be the last of the present season. As a final round-up, every driver of note in the half-litre world will be there.

\* \* \*

## SCOTTISH HILL-CLIMB S.S.C.C. Bo'ness To-morrow

THE Scottish S.C.C.'s famous hill at Kinnel, sees yet another of the popular Bo'ness hill-climbs to-morrow afternoon (30th September). This will have classes, sub-divided into (a) racing (b) non-supercharged sports cars (c) supercharged sports cars and (d) production cars. There are also categories for 500 c.c. racing cars, and vintage machinery. Competition is expected to be keen for the honour of being "Fastest Scot".

The Hamilton Drive, Kinnel, is situated near the town of Bo'ness, just off the Grangemouth-Linlithgow road. There are ample car-parking facilities on the grass verges lining the main entrance to the estate.

\* \* \*

## THE B.R.M. AT GOODWOOD

Record Crowd Expected

TO-MORROW, unless anything untoward happens, British race-goers will see the B.R.M. in action against other cars for the first time on any circuit. As we reported in last week's issue, Reg Parnell will drive the car in both the Woodcote Cup and the Goodwood Trophy. He will face an opposition provided by Poore and Rolt (Alfa-Romeos), Bira, de Graffenreid, and Hampshire (San

Club Secretaries are invited to send details of the activities of their Clubs, for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

Remo Maseratis), Ashmore, Shaw-Taylor and Whitehead (E.R.A.s), Heath and Moss (H.W.M.s) and Claes (Lago-Talbot) in the first-named race. Poore and Rolt are not eligible for the Goodwood Trophy Formula One race, which includes Gerard (E.R.A.), and Abecassis (H.W.M.) in place of Heath. The Wakefield Trophy-winning Hamilton Fotheringham - Parker Maserati is also in this race.

Parnell has also entered for the 500 c.c. race with a Cooper, but has nominated Leatingwell as spare driver. There are a whole flock of Cooper "Twins" in the Madgwick Cup race, including Harry Schell. Spike Rhuando's Trimax is also due to run with a 1,100 c.c. power-unit.

A full list of entries was published in last week's AUTOSPORT. Racing begins at 2 p.m., and the B.A.R.C.'s advice is to start early, because this last international meeting of the present British racing season is bound to attract a big crowd, to which must be added the numbers who will want to have a look at the B.R.M.

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## MIDLANDS M.E.C. GO ROUTE-FINDING

Details of Sunday's Event

ON 1st October, Midland M.E.C. members will RV at the Talbot, Hartlebury, at 3 p.m., for a forty-miles route-finding competition. Average speed is 17 m.p.h., and no stopping will be permitted en route, unless, of course, during the course of normal traffic conditions. The Premier Award goes to the driver who completes the specified route in the least possible mileage, which means that speedometers in full working order are compulsory. Next M.M.E.C. event is a Brains Trust, at the "White Swan", Edmund Street, Birmingham, at 8 p.m.

## B. K. MARDEN BEST AT ALVESTON

Bristol Club's Angers Farm Gymkhana

THE Gymkhana organized by the Bristol L.C.C. and M.C. at Angers Farm, near Alveston on 16th September produced the usual enthusiastic support which is a feature of all this club's events. The various items had distinctive names. B. K. Marden (M.G.) won "Getting it Taped", with M. Groves (Singer) runner-up. The "Mobile Hockey" affair resulted in a win for M. Lough (Austin), with N. Duret (Standard), second. H. Beaton (Bentley) "Sorted out the Junk Box" slightly better than Marden, whilst the latter and W. Kay (Morris) gained the "Ringing the Bell" team award. Marden, who is known as a fellow-conspirator with Adrian Butler in the creation of the Iota "Stromboli", was adjudged the best performer of the day. Dates to note in your Bristol diary are: 14th October, Film Show at the Grand Hotel (7.30 p.m.). 28th October, John Bull Trial.

\* \* \*

## M.G. SOUTH-WESTERN EXPANDS

New South Wales Sub-Centre

FROM Richard King comes news of the formation of a South Wales Sub-Centre, with Michael Llewellyn as Hon. Sec. This will help out South-Western in the organization of events in that part of the world. First event is a series of driving tests at Cardiff Airport, on 14th October, for which a modest five bob entry fee will be charged. All S.-W. types who can make it ought to go along to give the new sub-centre a rousing send-off.

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## BUTLIN'S RALLY STARTS TO-NIGHT

Where to see the Special Tests

EAST ANGLIAN's Butlin's Rally starts to-night from Manchester and London. Competitors converge on Sleaford, then on to Skegness where there will be a couple of driving tests by floodlighting before breakfast, at the holiday camp. The cavalcade



The photograph of Raymond Mays's Villiers-Supercharge, as originally prepared for Shelsley Walsh record attempt, which accompanied E. Boyd's article "Old Soldiers Never Die", has aroused considerable interest. Here is the car labelled "Amherst Villiers Superchargers", racing with Thistlethwaite's Mercedes at Southport in 1920. As Allan Arnold, who sent the picture, says: "Tony Brooke seems to have converted it right back to its true original form!"

then returns south to Stoke by Nayland, where it will start a special 15-mile road section to Halstead. From about 10 a.m. onwards, the Mitchell Avenue Estate driving tests will take place, and then on to Clacton-on-Sea for the finalities. A dance and theatrical show will end Saturday's festivities.

#### RECORD ENTRY FOR "1,000 MILES"

**Some Starting Points Already Closed**

THE 1,000 Miles Rally, organized by the M.C.C. in conjunction with the *Daily Express* has seen entries pour in from every part of the U.K. Within a day or two of its announcement, the London starting point was heavily over-subscribed, and many Southern competitors had to make alternative choices, the majority plumping for either Norwich or Leamington.

The entry list closes on 9th October but prospective competitors should note that if they require election to the Club in order to participate, they should forward their application by 2nd October, to J. A. Masters, 26 Bloomsbury Way, London, W.C.1. Entries are limited to 400, and no more than 100 will be permitted to start from any one control. The starting points will be London, Ply-

mouth, Norwich, Leamington, Harrogate, Cardiff, Glasgow and Manchester, on 8th November. The Rally finishes at Torquay on 11th November.

#### COMING ATTRACTIONS

September 30—October 1. East Anglian M.C. Butlin's Rally to Clacton.

September 30 B.A.R.C. International Meeting at Goodwood. First Race, 2 p.m.

Ulster A.C. Knockagh Hill-Climb. B.A.R.C. (Yorkshire Centre). Scarborough Rally. Veteran C.C. Eastbourne Rally. Scottish Sporting C.C. Bo'ness Hill-Climb

October 1 B.A.R.C. (Yorkshire Centre). Wilson Trophy Trial. Midlands M.E.C. Trial. Civil Service M.A. Reliance Trial. Wirral 100 M.C. Trial. Hagley and District L.C.C. Trial (Worcester). Cambridge U.A.C. Bedwell Hey Speed Trials. Maidstone and Mid-Kent, Gravesend Speed Trials. M.G.C.C. (S.-W. Centre). Devon Rally (Totnes).

October 7. Bristol M.C. and L.C.C. Castle Combe Races near Chippenham. Liverpool M.C. Jeans Gold Cup Trial. Nottingham S.C.C. Ganston Members' Races.

October 8. 750 Club. Wrotham Cup Trial. Ickler and District M.C. Oxhey Sporting Trial. A.G.A.C.C. Sports car Races at Montlhéry. Lothian M.C. Trial

#### DREGHORN KNOCK-OUT HILL-CLIMB

##### Mobile Policeman Shows How!

THE Scottish Centre of the M.G. Car Club have a habit of introducing something really novel in their sporting programme. This year it has been the Dreghorn "knock-out" hill-climb, held on Saturday on War Department ground near Colinton on the outskirts of Edinburgh.

The course consisted of two parallel tracks, 500 yards long and having a maximum gradient of 1 in 8. The surface was "moderately smooth grass"—at least at the start of the show! Competitors ran in pairs, having three runs, the fastest counting.

##### Sedate Under 1,500 c.c. Class

So far as the under 1,500s were concerned there was little evidence of tail-wagging, broadsides and what have you. Nevertheless the spectators did have some exciting moments. J. G. Mitchell drove his blue H.R.G. with his usual abandon but this time Lady Luck gave him a smile. He quickly disposed of young Gibson (TD M.G.)—rapidly coming to the forefront is this youthful Edinburgh sportsman—obviously had the legs of "Willum" Stewart's H.R.G. and so faced Jim Morrison (Q.T. Special) in the final. Falkirk's Queerthung (that's what Q.T. stands for!) for once had to take second place.

##### Enter the Wheelspin Gang

Class II (over 1,500 c.c.—under 1,500 c.c. blown) produced packets of sun—and wheelspin! John Brown (Healey) and Alex Reid (Omega) really went to town, both giving their models the stick. Jim Gibbon (Girastro) was never too happy, whilst Keith Elliot's Bristol saloon was hardly the mount for such acrobatics. "Doc" Chassels motored very fleetly on his latest Frazer-Nash—the ex-McKie Bo'ness record car—and met Reid in the semi-final. What a dice they enjoyed! three runs, each one almost a dead-heat. However, the Omega passed on to the final to contest it with the Lamb Ford V-8 Special piloted this time by Edinburgh mobile policeman R. Welch. Reid won the first run, Welch the

(continued overleaf)

**Dreghorn Knock-out Hill-climb***—continued*

second, and the final looked pretty close until the V-8 slithered badly and lost ground.

Class III was reserved exclusively for M.G.s. W. A. Brearley (TD) "knocked out" Tunnock's TC and met "Mick" Gillespie (TC) in the semi-final. Mainland's TA was no match for Paterson's TC and, when Gibson (TD) who had a bye in round 1, joined the fray, he soon threaded his way through the field to meet Brearley in the final. However, while there seemed little between the performance of the cars, Brearley was somewhat more choosey in the selection of his starting line, eschewing the usual sodden patch, with the result that from the start of the flag he went off the mark like the hare out of a trap. Gibson, on the other hand, dallied searching for wheelgrip and never recovered the precious seconds.

The unlimited class brought out a grand field and much to the delight

of the crowd some of the heats were of the photo-finish variety. Obviously the man to watch was R. Welch (Ford V-8) and the fact that he beat Gibson and George Hendry (Speedy Special) to contest the final with Alex Reid (Omega) proves that he is an up-and-coming dicing-artist.

Reid, after defeating Chassels, had the complete mastery of Freddy Stang's Ausfod and found little opposition from Stewart's H.R.G.

The final brought a grand afternoon to a fine conclusion. Welch simply romped away from the Omega in the first run, and in the final try, the Glasgow enthusiast tried a bit too hard, drifting completely off the track and about-turned.

**PROVISIONAL RESULTS**

**Up to 1,500 c.c.—1, J. Mitchell (H.R.G.); 2, J. M. Morrison (Q.T. Special).**

**Over 1,500 c.c.—Under 1,500 c.c. (Supercharged)—1, Alex Reid (Omega); 2, R. Welch (Ford V-8 Special).**

**M.G. Cars Only—1, W. A. Brearley (TD); 2, J. Gibson (TD).**

**Unlimited Capacity—1, A. Welch (Ford V-8 Special); 2, Alex Reid (Omega).**

**Shelsley—continued**

fastest pilots in the wet on page 165. As can be seen, Allard and his V-8, air-cooled Steyr-engined car were the most rapid.

**Air-cooled Engines Prominent**

It is interesting to note that air-cooled cars won three out of the five racing car classes, with Allard adding a new unblown record for good measure. On the whole an excellent meeting, with plenty of fast climbs to please the customers, and a stock car event which, although a trifle dull in parts, was livened up by Walker's Jaguar, the Frazer-Nashes and Aston Martins, and the J2 Allards.

Hays's streamlined, and Porter's sportman's saloon Bentleys, dubbed Rolls-Bentleys in the programme, looked magnificent on the hill, but could scarcely be called quick. Incidentally, talking about programmes, we would urge the M.A.C. to include class records, instead of listing the best times at the previous meeting. After all it is records that count most with the customers. The majority couldn't care less about previous times that do not rank as records.

The P.A. arrangements worked admirably, and competitors' times came through with commendable despatch. There was, however, an impression amongst spectators that Bolster's brief description of certain "specials" could have been amplified at the expense of some needless cross-talk between commentators.

**RESULTS****and****Full List of Competitors' Times**

**Best Time of the Day—1, Denis Poore (3,800 Alfa-Romeo S), 47.74 secs.; 2, Sidney Allard (3,700 Steyr-Allard), 38.05; 3, Ken Wharton (1,980 F.R.A.), 38.83.**

**Fastest Production Car—1, Peter Walker (3,442 Jaguar XK 120), 42.46 secs. (New Sports Car Record.)**

**Fastest Shelsley Special—Basil Davenport (2,001 G.N. Spider), 41.55 secs.**

**Fastest Non-Supercharged Car—Sidney Allard (3,000 Steyr-Allard), 38.05 secs. (New Record.)**

**Best Time by a Lady Driver—Mrs. Joy Cooke (1,098 Kieft-J.A.P.), 43.16 secs. (New Ladies' Record.)**

**Team Award (Production Cars)—Anthony Crooke's team of 1,971 Frazer-Nashes (Pitt, Crook and Newton). Aggregate, 132.47 secs.**

**Racing Cars**

**Up to 500 c.c.—1, John Cooper (497 Cooper-J.A.P.), 42.49 secs. (New Class Record); 2, Clive Lanes (497 Tiger Kitten-J.A.P.), 42.30; Peter Collins (Cooper-Norton), 43.00; J. W. Burgoyne (Cooper-J.A.P.), 43.02; D. F. Truman (Bardon-Turner-J.A.P.), 44.52; George Wicken (Kieft), 45.26; D. Thomas (Kieft), 48.25; Jack Moor (Wasp-Norton), 43.92; Laurie Bond (Bond-J.A.P.), 47.87; Mike Beardshaw (Cooper-J.A.P.), 47.98; M. G. H. Cadbury (Tiger Kitten-J.A.P.), 52.21; Alan Rogers (Cooper-J.A.P.), 43.47; J. W. Cox (Cooper-Norton), 46.14; D. A. Clarke (Cooper-J.A.P.), 43.97; J. H. Elt (Elt-J.A.P.), 47.68.**

**501-1,100 c.c.—1, Ken Wharton (996 Cooper-J.A.P.), 40.54 secs.; 2, Ceci Heath (1,098 Cooper-J.A.P.), 41.34; Michael Christie (1,098 Kieft-J.A.P.), 41.48; B. E. Bradstock (1,098 Cooper-J.A.P.), 41.74; Ray Mernick (1,098 Cooper-J.A.P.), 42.79; G. H. Symmonds (1,747 Austin S), 44.69; Rupert Inspe (1,097 Dynn-J.A.P.), 41.56; J. H. Turner (1,087 Turner Special), 50.35; Alan Southon (1,074 Becke Powerplus S), 51.50; Mrs. Joy Cooke (1,098 Kieft-J.A.P.), 43.16.**

**1,100-1,500 c.c.—1, Peter Collins (1,260 Cooper-J.A.P.), 39.47 secs.; 2, Denis Poore (1,476 Cromard Special), 42.53; Mrs. A. Scott Moncrieff (1,476 Bugatti S), 52.07.**

**1,501-3,000 c.c.—1, Raymond Mays (1,980 F.R.A. S), 39.00 secs.; 2, Peter Stubberfield (2,261 Bugatti S), 41.10; Peter Mould (1,990 Bugatti S), 41.91; J. Willment (2,262 Bugatti S), 42.31; J. H. Norris (1,970 Alfa S), 42.62; Sir Clive Edwards (1,767 H.R.G.), 46.45; Roland Dutt (2,640 Maserati S), 43.32; J. M. Perkins (1,990 Bugatti S), 44.97; Ernest Stapleton (1,960 Aston Martin), 49.70.**

**Over 3,000 c.c.—E. Lloyd-Jones (4,168 Trangle Skinner Special), 43.60 secs.**

**Production Cars**

**1,101-1,500 c.c.—1, Miss H. M. Holden (1,496 H.R.G.), 51.24 secs.; 2, J. V. S. Brown (1,496 H.R.G.), 52.20; A. P. Hitchens (1,496 H.R.G.), 54.85; Ted Land (1,250 M.G.), 60.64; W. H. Osborn (1,486 Jave (m)), 69.80; John Gott (1,496 H.R.G.), 56.00.**

**1,501-3,000 c.c.—1, Donald Pitt (471 Frazer-Nash), 43.91 secs.; 2, Anthony Crooke (1,971 Frazer-Nash), 43.0; Jack Newton (1,471 Frazer-Nash), 44.46; Reg Parnell (2,680 Aston Martin), 48.37; George Abecassis (2,580 Aston Martin), 47.73; Charles Brackenbury (2,580 Aston Martin), 50.46; A. S. Bassett (2,443 Healey), 52.40.**

**Over 3,000 c.c.—1, Sidney Allard (4,375 Allard), 46.65 secs.; 2, S. C. Clarke (4,375 Allard), 45.21; Guy Warburton (4,375 Allard), 46.42; Ken Watkins (4,375 Allard), 46.46; W. C. Battersby (3,255 Bugatti), 49.13; Peter Stubberfield (5,530 Bugatti), 65.15; H. F. S. Hay (4,257 Bentley), 44.22; W. D. Porter (1,257 Bentley), 55.99; E. N. R. Hewitt (4,155 Alfa S), 46.24; Mrs. D. M. Osborn (3,622 Allard), 56.93; M. G. W. Rose (4,155 Allard), 45.41; F. G. Curtis (4,375 Allard), 45.83; Ken Wharton (3,622 Ford Pilot), 59.39.**

*(More Club Results on pages 191 and 192)*

# Scotch Corner

by  
BODACH



**W**HICH is the faster, car or motor-cycle? Were I professor Joad I could skate quite nicely round the point. Well, I'm not the celebrated philosopher but this time and on this occasion—mark that, for I may change my mind later!—I'm placing my utility chemise on the single tracker boys.

To-morrow is the members' meeting at Kinnel and, probably to enliven the proceedings, the S.S.C.C. directors are arranging an exclusive piece of chicanery. During a special interval there will be a car *versus* motor-cycle contest to decide which is the faster.

Discussing this with me, "Bill" Callander said, somewhat stiffly: "Of course, I'm putting my money on the four-wheelers." Then, as an afterthought he added, almost inaudibly: "I've got to!"

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**M**EANWHILE Bodach fumbled for his celebrated "where is it?" book, thumbed over the K section and proceeded thoroughly to despond the genial secretary of the S.S.C.C.

"Kinnel year by year," I began. First of all you must remember that originally only the top section of the Hamilton Drive was used. Away back in 1934 Jimmy McCredie took his Model "90" Sunbeam to the top in 31 secs. dead, comfortably beating A. K. B. Clarkson (Ford V-8) by 5 3/16 secs.

A year later, the Rudge rider, D. E. Ballantyne spurted up the hill in 28.2 secs., and the fastest car driver, R. A. Alexander (Ford V-8) couldn't do better than 34 secs.

For the May, 1947, International and British Hill-Climb Championship meeting, the present half-mile course was first used. In August of that year, Edinburgh and District M.C. promoted a motor-cycle speed fiesta of their own. The hero of the day was J. Baird (490 Norton) who clocked 38.6 secs., which time incidentally was 4/10ths of a second slower than the new car record for the same course that had been established by George Abecassis (3,257 s/c Bugatti). Since then no motor-cycles have appeared at Bo'ness. Denis Poore (Alfa-Romeo), has reduced the record to 33.9 secs., a time which, will certainly take some beating.

While my little book is out, let me make it quite clear that the "Fastest Scot" is David Murray (E.R.A.) who has climbed the Hamilton Drive in 39.1 secs. "Doc" Chassels's best effort is fractionally slower at 39.3 secs., and the popular Glasgow medico intends to do something about it!

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**T**HE bike boys will have to scamper P.D.Q. for Mirrlees Chassels has entered his whole stable of F.N. Specials, Alex Reid his Omega, Peter Hughes his Avis, Jim Gibbon

his Girastro, now firing nicely on its new Amals, and J. H. Walton his HW-Alta. Then there are the Cooper 500s and 1,000s of Messrs. Potts, Hunter and Haddow—the last-named will definitely be in a hurry for he's about due to go off on his honeymoon!—the M.H.M. and Ted Lund's evergreen Special. Somehow or other though, I don't think any of them will catch "Velocette" Weddell!

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I WONDER if this "Brightening Bo'ness Business" is because Scotland may soon have a surfeit of aerodrome circuits? The Scottish Motor Racing Club, among whose sponsors are W. K. Stewart, Arthur Clarkson, J. L. H. R. Miller, George Johnstone and Jardine Stuart, have just told Grangemouth Town Council that given the use of the local airfield they would bring another "industry" to the district. It was estimated that if two race meetings were held each year at Grangemouth, there would be an attendance of 25,000 spectators at each event. Surely this figure errs on the low side? If the S.M.R.C.'s negotiations are successful—and they deserve to be—no one would be happier than the "Bairns" of Falkirk and D.M.C. The first time I tested the Grangemouth concrete was after a F. and D.M.C. annual supper. It was about 2 a.m. in the morning and I was gyrated round and round in Alastair Ross's Allard with numerous and nameless characters hanging on by their eyelashes.

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**H**ERE is some dope about the forthcoming Winfield meeting, joint enterprise of Berwick and D.M.C., Lothian C.C. and the Hawick and Border C. and M.C.C. Already over ninety entries have been received and the support promised has been absolutely staggering. Spectators are being admitted free. Yes, free! Cars will be charged 10s. for an along-side-the-course-and-see everything position. Every racing car will be timed on every lap so as to have a double-check with the lap-scoring wallahs and, if necessary, to avoid any quibbling. Verily, the Border gallants have gone right to town!

\* \* \*

**W**HETHER or not we like it, we are on the threshold of the nit-and-natter season. Already the S.S.C.C. have held the first of their social evenings and it has been agreed that similar ones will be held on the last Tuesday of every month throughout the winter. The rendezvous will be the famous Green Room of the Royal Scottish A.C. in Glasgow's Blythswood Square. Starting time is 7.30 p.m. Anyone carrying the current issue of AUTOSPORT will be admitted as a true enthusiast.

# The Tourist Trophy in Retrospect

## A PRICE-PERFORMANCE FORMULA SUGGESTED

**O**WING to the atrocious weather conditions, no driver was able to exceed his target m.p.h. figure in the R.A.C. Tourist Trophy Race. However, the final confirmed results make very interesting reading. The first five drivers have all had experience of Formula racing, although Moss has actually competed in only two events which were Formula One races; in both cases he handled an unsupercharged, 2-litre H.W.M.

Moss's success was entirely due to his remarkable wet-road cornering. His car was no faster than the other two, and may, in fact, have been a fraction slower, judging by the speeds recorded over the measured distance at Rushyhill, as Whitehead was reported as being the quickest of all over that particular section.

### The Capacity Formula

On the whole, the target speeds system worked well, although several people are of the opinion that basing it solely on a capacity basis does not take into account types of engine. In certain American races, run on a

scratch basis, side-valve engines are permitted to be of larger capacity than push-rod, overhead valve power units, and they, in turn, are allowed to be bigger than those with an overhead camshaft engine.

### Side-valves at a Disadvantage

Consequently, the side-valve Allard, although it was only 933 c.c. larger than the twin-o.h.v. Jaguar, had a target figure of 78.5 m.p.h., compared with the last-named's 77.1 m.p.h. The twin-o.h.v. Aston Martins (2,580 c.c.), had to average 75.8 m.p.h., as against the 75.6 m.p.h. required for the 2,443 c.c. push-rod o.h.v. Healeys. Again, the 1,496 c.c. H.R.G.s, with an overhead camshaft engine, were given 74.0 m.p.h., as compared with the 72.3 m.p.h. of the push-rod, 1,250 c.c. MGs, and the 74.1 m.p.h. of the push-rod, 1½-litre Javelin.

There are many suggestions for working out target figures. One scheme is to base the formula on capacity, weight and b.h.p., and the other is to work it out on a price-

performance basis. As the 1950 T.T. was purely a stock car event, the last-named would appear to have been the most satisfactory.

### A Price-Performance Formula

It is interesting to record the placings of the T.T. finishers, if a price-performance basis had been planned. Taking the makers' costs per machine (less purchase tax), the average price per competing type of car was approximately £949. If a plus or minus system of working out a percentage was applied, based on 1 per cent. per £100, and utilizing the same capacity formula, it is possible to give a list of placings which have more value from an intending purchaser's point of view. We do not claim that the 1 per cent. per £100 is ideal, by any means, but it appears to be a fair method of calculating the price-performance for a particular race. Perhaps, the actual performance formula would also have to be modified.

In our list, it will be seen that the first two places remain unchanged,

### TOURIST TROPHY CONFIRMED RESULTS

Place	Driver and Car	Total Mileage	Percentage
1	Stirling Moss (3,442 Jaguar)	229 452	97.47
2	Peter Whitehead (3,442 Jaguar)	222 392	96.15
3	Bob Gerard (1,971 Frazer-Nash)	215 77	96.02
4	Reg Parnell (2,580 Aston Martin)	2,7 168	95.93
5	George Abecassis (2,580 Aston Martin)	2,7 148	95.49
6	Norman Cuipan (1,971 Frazer-Nash)	213 452	94.99
7	Leslie Johnson (3,442 Jaguar)	219 18	94.76
8	Lance Macklin (2,580 Aston Martin)	215 354	94.69
9	E. J. Wilkinson (2,443 Healey)	211 741	91.17
10	Anthony Crook (1,971 Frazer-Nash)	207 119	92.46
11	Robin Richards (2,443 Healey)	206 624	91.10
12	C. H. Masters (2,443 Healey)	206 34	90.99
13	David Murray (1,971 Frazer-Nash)	203 21	90.44
14	Charles Mortimer (2,443 Healey)	199 451	87.93
15	R. M. Oliver (2,443 Healey)	199 284	87.57
16	Dick Jacobs (1,250 TD M.G.)	189 872	87.54
17	Guy Warburton (4,375 Allard)	200 934	85.71
18	Ken Watkins (4,375 Allard)	199 565	84.73
19	George Phillips (1,250 TD M.G.)	182 621	84.19
20	Ted Lund (1,250 TD M.G.)	180 490	83.44
21	John Buncombe (1,496 H.R.G.)	179 342	80.67
22	J. J. Flynn (1,250 TC M.G.)	171 068	83.86
23	"T. Flack" (1,250 TD M.G.)	170 71	78.73
24	A. P. Hitchings (1,496 H.R.G.)	174 816	78.24
25	W. B. Groves (1,250 TC M.G.)	167 759	77.34
26	M. Heaslett (1,250 TC M.G.)	167 238	70.0
27	Sidney Allard (4,375 Allard)	162 881	69.16

### PRICE-PERFORMANCE INDICATION

Place	Driver and Car	Percentage on Price m.p.h. Basis
1	Stirling Moss (3,442 Jaguar)	96.98
2	Peter Whitehead (3,442 Jaguar)	95.66
3	Leslie Johnson (3,442 Jaguar)	93.27
4	E. J. Wilkinson (2,443 Healey)	92.88
5	Dick Jacobs (1,250 M.G. TD Mark II)	92.08
6	Reg Parnell (2,580 Aston Martin)	90.89
7	Robin Richards (2,443 Healey)	90.61
8	C. H. Masters (2,443 Healey)	90.50
9	George Abecassis (2,580 Aston Martin)	90.45
10	Lance Macklin (2,580 Aston Martin)	89.65
11	George Phillips (1,250 M.G. TD Mark II)	88.73
12	Bob Gerard (1,971 Frazer-Nash)	87.92
13	Ted Lund (1,250 M.G. TD Mark II)	87.90
14	Charles Mortimer (2,443 Healey)	87.44
15	R. M. Oliver (2,443 Healey)	87.38
16	Norman Cuipan (1,971 Frazer-Nash)	86.89
17	Guy Warburton (4,375 Allard)	84.71
18	Anthony Crook (1,971 Frazer-Nash)	84.36
19	Ken Watkins (4,375 Allard)	84.23
20	"T. Flack" (1,250 M.G. TD Mark II)	83.97
21	J. J. Flynn (1,250 M.G. TC Stage 2)	83.90
22	W. B. Groves (1,250 M.G.)	82.38
23	David Murray (1,971 Frazer-Nash)	82.34
24	M. Heaslett (1,250 M.G.)	82.14
25	John Buncombe (1,496 H.R.G.)	81.66
26	A. P. Hitchings (1,496 H.R.G.)	79.63
27	Sidney Allard (4,375 Allard)	68.66

The above list is, of course, entirely unofficial, and is based on suggestions made in the accompanying article.

but that the third Jaguar jumps from seventh, to third position, whilst Wilkinson's Healey come up from ninth to fourth place. Naturally the biggest jump is that of Jacobs's Mark 11 M.G. TD, which, priced at £485, jumps from sixteenth, to fifth place. The highest-priced cars, Frazer-Nash and Aston Martin, drop several places, although Parnell moves down a mere two positions.

As both price and performance percentages are fixed, it stands to reason that the greater improvement which can be made on the target figure, the better chance the car has of finishing well up in the list for the Tourist Trophy. The class results may not necessarily be affected by the price percentage, as it is the actual Tourist Trophy with which we are concerned.

#### The Price Factor

So far as the ordinary buyer is concerned, the Tourist Trophy was won by the make which put up the best performance, and he (or she) is bound to be influenced by the price factor. This system would probably attract several manufacturers of the lower-priced cars, and the race would become a genuine "Tourist" event, as would appear to be the intention of the organizers in any case.

After all, purchasers of a car costing (say) £1,500, have a right to expect a better performance than from one costing about £500.

This of course would seem to reflect unfairly on the makers of cars, which, by reason of their being more or less hand-built, must cost considerably more. However, had the T.T. been run on dry roads, it is quite possible that some of the faster and more expensive cars might have finished even higher up.

#### Penalizing More Expensive Cars

The alternative to a price-performance factor to decide the destination of the Tourist Trophy itself, would be to make this a separate award. No matter how carefully the percentages were worked out, it is difficult to see how penalizing the more expensive cars could be avoided. The double-purchase tax made it hard enough in all conscience for high-priced "specialist" cars to be profitably built, and the manufacturers would have a perfectly reasonable grouse if the Tourist Trophy was made impossible to win, by imposing too great a handicap on their products. On the other hand, if it is to be a stock car race, then the price factor assumes much greater importance.

If the event should become, as

many people want it to become, a race designed so that manufacturers can test out their theories, then the price-performance formula could not be applied. Few concerns could estimate the cost to the nearest £100, of a prototype or experimental model. The promise that machines of this type would eventually be marketed, could be accepted as an "intention to produce".

The future of the Tourist Trophy must be assured. Is it to continue as it is at present, a stock car event, or should it be turned into a genuine sports car race, with the F.I.A. definition of a sports car being the ruling factor in deciding whether or not entries are to be accepted?

#### Stock Car Events

We feel that the general public will not be as interested in a production car event, as they would be in a pukka sports car race. It is difficult to see the stock car type of race making any definite appeal to Continental manufacturers until such time as they are permitted to export their products freely to the United Kingdom. No matter how good the British drivers and cars are, it is the element of international competition that draws the biggest crowds to all forms of motor racing.

#### News from the Clubs—continued

#### JAGUETTE EQUALS FIRLE HILL RECORD

##### Bentley D.C. Speed Event

APPALING weather tried its best to damp the spirits of competitors and spectators at the Bentley Drivers' Club's Firle Hill-climb, on Bo-peep Hill, near Lewes, on 24th September. Nevertheless, despite the conditions, G. D. Parker's Magnette-cum-SS, blown 2½-litre Jaguette, equalled the record for the hill, with 31.4 secs. He was running as a member of the Brighton and Hove M.C., one of the invited clubs.

G. M. Crozier's 8-litre was fastest of the Bentleys with 33 secs. He tied for second fastest with Gerry Ruddock (1½-litre H.R.G.). F. H. Howarth's 4½-litre Lagonda, with 33.2 secs., was third best, and Harry Kemp-Place's 4½-litre Blower Bentley tied with Sidney Allard's J2 Allard for fourth fastest.

#### RESULTS

**Best Time of the Day**—G. D. Parker (2,443 Jaguette S.), 31.4 secs. (equals record for course.)

**Christopher Tomkinson Challenge Trophy** (best time by Bentley driver)—G. M. Crozier (8-litre), 33 secs.

**Class A** (3-litre Bentleys)—1, D. McKenzie, 41 secs.; 2, R. D. Gregory, 41.8; 3, A. E. Baxter, 42.6. **Class B** (4½-litre, 10 ft. 10 in. wheelbase)—1, R. B. Sutcliffe, 37.4 secs.; 2, J. C. Garland, 37.6; 3, R. S. Heinrich, 43.47. **Class C** (4½-litres not eligible for B)—1, J. C. Barrett, 35.6 secs.; 2, A. G. Pitts, 35.72; 3, G. H. G. Burton, 36.2. **Class D** (4½-litre S and 6½-8-litre u/s)—1, G. M. Crozier (8-litre), 33 secs.; 2, H. Kemp-Place (4½-litre S.), 33.4; 3, C. A. Hartridge (6½-litre), 34.4. **Class E** (3½- and 4½-litre)—1, P. Reilly (3½-litre), 37 secs.; 2, J. E. Cook (4½-litre), 37.4; 3, H. F. S. Hay (4½-litre), 37.91. **Class F** (any make of car driven by B.D.C. member)—1, G. C. Harvey (Dellow), 37.4 secs.; 2, J. C. Payne (Riley S.), 38.6; 3, G. M. Hetton (Talbot), 38.8. **Class G** (Aston Martin Mk II and International)—1, P. M. Sims (International), 39.4 secs.; 2, P. C. Doyle (Mark II), 40; 3, D. C. Adams (International), 44. **Class H** (Ulster Aston Martin)—1, J. Robertson, 41 secs.; 2, D. E. Smith, 43; 3, Miss W. G. Lewis, 46. **Class J** (Aston Martin Speed Model)—1, F. E. Cowbrick,

37.6 secs. **Class K** (chain-driven Frazer-Nash)—1, R. C. Palmer, 35.6 secs. **Class L** (Lagonda 2-litre and Rapier)—1, H. Lumb (Rapier), 47.8 secs. **Class M** (Lagonda 2-litre S and 4½-litre u/s)—1, F. H. Howarth (4½-litre), 33.2 secs.; 2, J. Goodhew (4½-litre), 34.2; 3, R. F. Wright (4½-litre), 34.4. **Class O** (Lancia Aprilia)—P. L. Pulver, 44.6 secs. **Class R** (any make of car, driven by a member of the Brighton and Hove M.C.)—1, G. Parker (Jaguette S.), 31.4 secs.; 2, G. A. Ruddock (H.R.G.), 33; 3, S. H. Allard (J2 Allard), 33.4.

#### NORTH LONDON ENTHUSIASTS' PROGRAMME

##### Interesting October Talks

ON 6th October, at 7.30 p.m. at the Essendine Club, Maida Vale, Patrick Green will talk to N.L.E.C.C. members on marques with which he has had experience, namely G.N., Salmson and Amilcar. On 25th October, Major Mortimer Morris-Goodall will deal with Le Mans, and with Aston Martins in particular. Same place, but start half-an-hour earlier.

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## WANTED

ALLARD Drop Head Coupé wanted, late 1948, or 1949 preferred. Woodhall, 9 Beacon Close, Great Barr, Birmingham.

ANY information gratefully received about past owners of UV 1906, Eyston's Stutz, No. 6 at Le Mans 1929. Box 237.

REQUIRED interesting genuine Sports car. Full particulars. Cash settlement but purse limited. Box 223 *Autosport*.

LANCIA Lambda wanted. Any series or condition. 90, Brighton Road, Banstead, Surrey. Phone Bogn-Heath 1520.

WANTED URGENTLY complete Lancia L.F.S. "Augusta" or any more recent type suitable. Box No. 235.

## SPORTS, HIGH PERFORMANCE and RACING CARS—FOR SALE

ADLER 10 H.P. super streamlined sports in red, beautiful condition throughout, taxed year, bargain. Jack Lesson & Partners, Brook Street Garage, Stourbridge, Worcs.

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B.S.A. two seater tourer, 10 h.p. 6.A. Series first reg: July, 1940. Given major overhaul comprising new front spiders, clutch, and engine overhaul. Red with black wings. £285. Box 236.

D.8 Delage 1931 Saloon by Chapron. £165. M.G. 1,087 c.c. six carburettor single seater, with conversion parts for road use, rebuilt this year. Sports, and Vintage Cars urgently required. Inquiries promptly dealt with. Richard & Brown, 2, Ringers Road, Bromley, Kent. Tel. Ravensbourne 7487.

£165 Fiat Balilla 2-seater sports, 1936. 995 c.c. Very fast and reliable, engine, gear box, transmission, etc., perfect. Body-work rough. Box 238.

FRAZER-NASH, Meadows 4.E.D., Brooklands engine, 4-speed Boulogne model. 1931/32. £200. Phone South Godstone 2161.

1933 Hornet Special Abbey Alpine 2/4 seater. £200 overhaul and other work, 31 m.p.g. over 40 miles in the hour normal. Sell £210 or part exchange cheap transport pending completion of special. Bell, Flying School, Rochester.

LEA-FRANCIS 12/40 Meadows 4.E.D. engine. Whole car completely rebuilt with new coachbuilt 2-4 seater body, R. R. green, spare twin carb. head. Exceptionally good looking vintage car £265. Gordon Maclean, Kingston Bagpuize, Abingdon, Berks. Tel. Longworth 85.

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GENTLEMAN, 31, public school, good but tedious job, desires change, sole interest is motor sport. Good connections with the sporting fraternity. Honest, reliable, hard worker. Anything considered. Salesman, manager, tester, club secretary. What offers. Box No. 241.

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## News from the Clubs—continued

### SOUTHSEA M.C. SPEED TRIAL RESULTS

(16th September)

Best Time of the Day—Archie Butterworth (A.J.B.), 12.78 secs.

### SPORTS CARS

Up to 850 c.c. (U/s)—1, G. V. Coles (J4 M.G.), 20.56 secs.; 2, B. Stafford (J4 M.G.), 20.80; 3, J. Pilley (M.G.), 23.34.

850 c.c. (S) and 1,100 c.c. (U/s)—1, H. Lester (Lester-M.G.), 19.12 secs.; 2, J. M. Hawthorne (Riley), 19.52; 3, H. A. Evans (Riley), 19.77.

1,100 c.c. (S) and 1,500 c.c. (U/s)—1, Major E. W. Mackay (Cooper), 18.15 secs.; 2, S. G. Greene (M.G.), 18.57; 3, L. D. Hawthorne (Riley), 19.02.

1,500 c.c. (S) and 3,000 c.c. (U/s)—1, F. C. Davis (M.G. S), 16.76 secs.; 2, W. A. Walters (Frazer-Nash-BMW), 18.93; 3, J. A. Young (Frazer-Nash-BMW), 18.94.

Unlimited—1, W. L. Cripps (Cripps Spl.), 17.19 secs.; 2, R. W. Faulkner (Mercury), 17.26; 3, J. C. Coundley (Jaguar), 17.45.

### RACING CARS

500 c.c.—C. J. Tipper (Monaco-Norton), 15.53 secs.

1,100 c.c.—1, C. Heath (Cooper-J.A.P.), 14.54 secs.; 2, B. E. Bradnack (Cooper-J.A.P.), 15.64; 3, R. F. Hill (Sumner-J.A.P.), 15.77.

2,500 c.c.—J. B. Norris (Alta Special), 13.92 secs.

Over 2,500 c.c.—J. Goodhew (Alfa-Romeo), 14.59 secs.; 2, A. S. Raven (Bugatti), 15.89 secs.

### SALOON CARS

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Up to 18 h.p.—C. S. Tewey (Vanguard), 21.94 secs.

Over 18 h.p.—1, J. A. Shuter (Invicta), 18.58 secs.; 2, P. Jopling (Lagonda), 20.59.

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